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The New-York Times.

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HEARN

22, 24, 26, and 30 West Fourteenth St.

Friday, as Usual, Bargain Day.

DOWN!..........DOWN!!..........DOWN!!!

DOWN THE PRICES GO!

COME EARLY!!

If you can't come early,
Come as early as you can, but Come!!!

AT $2.00 AND $3.00.

Fine Cloth Jackets and Blazers and Cloth and Lace Capes; were $4.98 and $6.98.

AT $4.00 AND $5.00.

Navy, Tan, and Gray Blazers and Jackets, and Embroidered Capes; were $8.98 and $10.98.

AT $6.00 AND $7.00.

Imported Embroidered and Silk-lined Jackets, with and without capes—best colors, were $12.98 and $14.98.

AT $8.00 AND $9.00.

Elegant Novelty Jackets and Capes; were $16.98 and $19.98.

AT $10.00 AND $12.00.

Imported Jackets and Silk and Velvet Capes—richest linings and trimmings; were $22.98 and $24.98.

AT $14.00 AND $16.00.

Finest Imported Jackets and Capes—richest linings; were $29.98 and $34.98.

WASH DRESS FABRICS.

Come early if you can!

Lace Stripe Ginghams,	were 18c.	5¾ cents
Second Mourning Ginghams,	were 15c.	
Staple Ginghams,	were 12½c.	
Finest Silver Gray Cambrics,	were 12½c.	
Best Mourning Cambrics,	were 12½c.	
Novelty Zephyr Ginghams,	were 18c.	7¾ cents
Flowered Parisian Lace Stripes,	were 20c.	
Colored Pin Dot Sateens,	were 19c.	
Black Henrietta Sateens,	were 19c.	
Yard wide Fancy Percales,	were 15c.	
Best Indigo Blues,	were 12½c.	
Finest imported Ginghams—32 inch;	were 35,	8¾ cents

UPHOLSTERY.

Come early if you can!

Stripe Silkoline Curtains—fringed,		98c
Cross Stripe Snow-flake Curtains,		$1.69
Handsome Satin Stripe Curtains,		2.98
Reversible Damask Silk—light and dark,		5.98
Odd pairs Heavy Pure Silk Curtains,		7.98
All-Chenille Curtains, dado and frieze,		2.98
Handsome Chenille, all colors,		4.98
All-over Figured and Shaded, 50 to 72 inch,		7.98
Real Irish Point Curtains,	$1.98 to	9.98
200 pair Real Tambour,	3.98 to	12.98
Scotch Lace Curtains, 4 yards long,		1.98
Fifty other styles, 3½ to 4 yards long,		2.49
Extra wide Scotch—double border,		1.49
Open work border—stripe centre,		98c
Double-thread Nottingham—full width,		79c
Reversible Fancy Cotton Plushes,		12½c
Satin-finish Tapestries—all colors,		69c
French Linen—50-inch,		39c.
Jute Furniture Tapestries—50-inch,		29c.
Best Smyrna Rugs,	30x60,	1.98
Best Smyrna Rugs,	36x72,	2.98
Fancy Japanese Rugs,	yard long,	49c.
Ingrain Art Squares,	2½x3 yards,	2.97
Ingrain Art Squares,	3x3 yards,	3.98
Ingrain Art Squares,	3x4 yards,	4.98
Reversible Aubusson Rugs—4x7 feet,		1.98

QUILTS AND COMFORTABLES.

Come early if you can!

Full size White Crochet Quilts,	79c;	were 1.00
Extra heavy—Marseilles designs,	98c;	were 1.50
Extra large Crochet Quilts,	1.25;	were 2.00
Pink and Blue Mitcheline,	1.25;	were 1.89
Heavy Raised White Marseilles,	1.93;	were 3.00
Fancy Sateen Comfortables,	1.25;	were 2.00
Sateen Down Comfortables,	2.98;	were 7.00
Silk Cov'd Down Comfortables,	6.98;	were 11.00

LINENS AND TOWELS.

Come early if you can!

All-Linen Towels—knot fringe,	11c;	were .19
Extra large Damask and Huck,	15c;	were .25
Very fine Double Damask Towels,	49c;	were .75
Turkish Bath Robes—15x36,	4½c;	were .08
Turkish Bath Robes—18x39,	7½c;	were .12½
Twill Toweling—19 inch,	4¾c;	were .07
Check Glass Toweling—18 inch,	8½c;	were .12
Turkish Toweling—22 inch,	19c;	were .29
All-Linen Table Damasks,	12½c;	were .25
Ex. heavy All-Linen—54 inch,	33c;	were .45
Ex. heavy All-Linen—60 inch,	37c;	were .50
Fine German Double Damask—63 in,	49c;	were .62
Still heavier and finer—68 inch,	64c;	were .80
All-Linen Napkins—⅝ size—dz.,	69c;	were 1.15
All-Linen Napkins—⅝ size—dz.,	98c;	were 1.35
All-Linen Napkins—¾ size—dz.,	1.49;	were 2.25
Fine Double Damask—¾ size—dz.,	1.74;	were 2.50
Fringed white Linen Lunch Cloths—3 yds.,		.98
Fringed and Col'd border Cloths—2 yds.,		.73
Fine Cardinal Table Covers—2 yds.,		.98

WHITE GOODS.

Come early if you can!

White border Lawns—40 inch,	5¾c;	were .10
Fine white Cambrics—36 inch,	6¾c;	were .09
White Victoria Lawns—40 inch,	6¾c;	were .11
Yd. wide Hemstitch Lawns,	9¾c;	were .15
Colored border Lawns—40 inch,	9¾c;	were .15
Dotted Swisses—large and small dot,	12½c;	were .18

NOTIONS AND STAMPED LINENS.

Come early if you can!

Tailor Thimbles, dz.,	2c	Basting Cotton, dz.,	8c
Fancy Belting, pc.,	18c	Silk Twist—box of 25,	17c
Silk Belting, pc.,	12c	Spool Silk, dz.,	28c
Black Belting,	5c	Tape—large rolls,	4c
Spoon Steels,	8c	Silk Gartering,	12c
Horn Bone—all sizes,	4c	Initials, dz.,	3c
Waist Steels, all sizes,	10c	Hat-Pins, dz.,	5c
Double Bone Casing,	5c	Shoe Buttons, gr.,	3c
Rubber Shields,	5c	Clinton Safety Pins pap.	4c
Stockinet—No. 4,	10c	Needle Cases,	5c
Tray Covers,	6c	Bureau Scarfs,	12½c
do. knot fringe,	9c	do. 2 yds. long,	15c
do. openwork,	12½c	do. openwork,	22c
Splashers,	15c	do. knot fringe,	27c
do. openwork,	17c	Tidies,	17c
do. extra fine,	23c	do. openwork,	19c
Tinted Doylies,	4c	do. extra quality,	22c
Bibs,	6c	Cushion Squares,	15c

BOYS' CLOTHING.

Come early if you can!

Outing Flannel Waists—all sizes,	.12
Fauntleroy and Pleated Percales—odd sizes,	.29
Navy and Bicycle Caps—all sizes,	.19
Flannel Knee Pants—best colors—4 to 15 yrs.,	.44
Best Corduroy Pants—Gray, Brown, Blue,	.98
Fine Cheviot Suits—4 to 7 yrs.—were 5.00,	$1.98
All Wool Cheviot Suits—4 to 15 yrs.,	2.98
Fancy Cheviot and Navy Worsteds—were 6.00,	3.98

MISSES' DEPARTMENT.

Come early if you can!

Fine Cloth Dresses—2 to 6 yrs.,	$1.98;	were $4.00
Fine Challie Dresses—2 to 12 yrs.,	2.98;	were 6.00
Fine Cloth Dresses—2 to 14 yrs.,	3.98;	were 8.00
Fine Kersey Jackets—6 to 12 yrs.,	2.98;	were 6.00
Kersey and Cheviot Jackets, 12 to 18,	4.98;	were 12.00

CORSET DEPARTMENT.

Come early if you can!

Great offering of Dr. Scott's
Electric and other Standard makes.

Dr. Scott's Ventilated,	39c;	usually .75
Dr. Scott's Jean,	49c;	usually 1.00
Dr. Scott's Nursing,	59c;	usually 1.50
Dr. Scott's Dress Form,	69c;	usually 1.25
Dr. Scott's Abdominal,	98c;	usually 3.00
Dr. Scott's Black Sateen,	98c;	usually 2.00

Dr. Scott's Corded Waists.

Misses'——with straps,	39c;	usually .75
Ladies'——with straps,	59c;	usually 1.50

Full list of specialties can be obtained at entrance of our stores......All as advertised......Ushers will give every desired information.

FALSE REPORTS SWORN TO

COMMERCIAL BANK OFFICERS MAY FACE CRIMINAL CHARGES.

MANY STARTLING DISCOVERIES MADE.

Was Insolvent, Superintendent Preston Says, Some Time Before It Closed.

OVERDRAFTS PUT FAR TOO LOW.

An Examination of the Books Yesterday Showed that at the Time of the Last Quarterly Report in June the Total of Overdrafts Was About $11,500—The Report Placed It at $585.62—No Record of Directors' Personal Notes—Objection to Mr. Dykman.

The Directors and officers of the suspended Commercial Bank of Brooklyn may have to face the Grand Jury to answer charges of criminal mismanagement emanating from the depositors of the wrecked institution.

Perjury in swearing to false reports of their condition to the State Department of Banking is one of the charges which they may be called upon to defend themselves against in the courts.

Superintendent Charles M. Preston of the State Department of Banking said yesterday to a reporter for THE NEW-YORK TIMES that the last quarterly report of the Commercial Bank to his department, made on the 1st of June, contained an absolutely false declaration as to the amount of overdrafts.

The quarterly statement in question was certified to be correct, under oath, by Seth L. Keeney, the President of the bank, and by J. J. Vail, the cashier. It asserted that the overdrafts at that time amounted to $585.62.

An examination of the books of the bank yesterday by Examiner Philo Backus, in the presence and under the direction of Superintendent Preston, resulted in the disclosure that the actual total of overdrafts at the time the quarterly report was made was in the close neighborhood of $11,500. This was the amount of overdrafts of which the books themselves made acknowledgment.

"The statement of overdrafts in the June quarterly report was undoubtedly false," said Superintendent Preston at the conclusion of Mr. Backus's examination.

"Our examination shows that the Commercial was insolvent for some time before it closed its doors."

The overdrafts at the time of the failure, according to Superintendent's Preston's report to Judge Barnard on the application for the receivership, amounted to over $23,000, of which over $8,000 was uncollectable, in his judgment, because the persons who had been allowed to overdraw were not good for the money.

A search was made by Expert Backus for some record in the books of the $80,000 in personal notes which President Keeney and his fellow-Directors gave in 1889 to make up the impairment of the bank's capital through the operations of George L. Hassell.

Mr. Backus was assisted in his search by Mr. Dawson, one of the regular bookkeepers of the bank, who has been on hand ever since the failure. They made the discovery that the books made no mention of the notes. They did not appear anywhere as assets or collateral or as a part of the liabilities, as it had been thought they might possibly appear.

"These notes never figured in any of the quarterly reports to the State Banking Department," said Superintendent Preston to a reporter for THE NEW-YORK TIMES yesterday, "but I did not know before this that the transaction of the Directors in giving them to make good the impairment of the capital in 1889 did not go through the bank's books in some shape.

"The notes were made payable on demand, and I suppose they kept them in the safe and looked on them merely as securities. They were never paid into the bank, but they are good now, and will be paid. I knew that the notes were in existence, because the bank people always trotted them out and showed them to us when we came around to make our examination.

"Those notes ought to have appeared on the books, and should have been charged off to the profit-and-loss account. There should have been some clue to them in the quarterly reports to the State Banking Department."

"How did the Commercial's discounted notes to the amount of $314,000 come to be in the possession of the Bank of New-York National Banking Association at the time of the failure?" Superintendent Preston was asked.

"They were taken out of the Commercial Bank by the consent of its officers and on the request of the officers of the Bank of New-York National Banking Association the day before the failure," explained Mr. Preston, in reply.

"Were they held as security?"

"They were. The Bank of New-York National Banking Association, which was clearing for the Commercial in New-York, wanted collateral to secure the indebtedness of the Commercial to it."

"What was the amount of this indebtedness?"

"About $49,000."

"Did the Bank of New-York National Banking Association hold any collateral for this indebtedness other than the $314,000 of discounted notes?"

"Yes. It had $25,000 in bonds."

In explaining further the action of the Commercial Bank's officers in handing over to the Bank of New-York on the eve of the failure nearly one-half of the visible assets of the Commercial to secure an indebtedness of only $49,000, Superintendent Preston said: "The officers of the Commercial practically converted their indebtedness to the Bank of New-York National Banking Association into a preferred claim. The proceeding took $314,000 in a total of $795,000 in discounted notes out of the control of the receiver, and beyond the reach of the Commercial's depositors. The Bank of New-York holds these notes, and will realize on them up to the full amount of its claim. After they pay that to themselves, they will turn over the remaining notes to the receiver of the Commercial, and he can apply them to meeting the claims of depositors."

"Do the notes which the Bank of New-York obtained possession of rank higher as to their probable commercial value than the $481,000 of discounted notes which remain in the Commercial Bank?"

"The bank naturally picked out the gilt-edged securities," said Mr. Preston.

"The fact that the Bank of New-York took $314,000 in discounted notes, in addition to $25,000 in bonds, to secure it on a claim of $49,000," said Mr. Preston, "is not to be taken as any criterion of the value of the Commercial's discounted notes. We found that the amount of discounted notes not due outstanding at the time of the failure was $795,422.60. After a careful inquiry, and a comparison of the estimates of President Keeney, Cashier Vail, one of the Directors, one of the bookkeepers, and an outside business man, we concluded that $205,857.09 of the notes were not good, and we threw them out. I believe the notes will be paid out about as we have estimated. We believe, also, that $26,052.53 of the suspended past-due notes are good, out of a total of $52,056.26 of these notes."

Mr. Preston was asked in relation to the item in the June quarterly report: "Due from Directors, $54,944.43."

"That item," said Mr. Preston, "represented the personal notes of the Directors discounted by the Commercial Bank. The Directors have as much right as anybody else to discount their notes in their own bank, and Directors are generally looked on as being the very best kind of people to discount notes for."

"Were these discounted notes of the Directors outstanding at the time of the failure?" was asked.

"Practically all of them were outstanding," said Mr. Preston.

In its June quarterly report the Commercial claimed among its assets $65,000 in stocks and bonds. When the bank failed there were $10,000 in stocks and bonds among its assets, of which $9,000 was in the possession of the Bank of New-York National Banking Association as security.

Asked in relation to this, Superintendant Preston said: "I suppose the other stocks and bonds were sold prior to the failure in order to raise money to meet current demands."

In order that Superintendent Preston's explanations of the discrepancies between the June quarterly report and his own report of the bank's condition on Aug. 12 may be understood more readily, both reports are here published.

Preston's report, submitted to Judge Barnard, is as follows:

RESOURCES.

Discounted bills on hand (not yet due)	$481,279.05
Discounted bills in the hands of the Bank of New-York National Banking Association (not yet due)	314,143.55
Discounted bills suspended (past due)	52,056.26
United States bonds, 4 per cent., par value $1,000	1,100.00
Brooklyn Warehouse and Dry Dock Company's stock, 150 shares, in the hands of the Bank of New-York National Banking Association	9,000.00
Banking House (estimated)	75,000.00
Cash on hand	17,710.41
Bills receivable, (personal notes of the Directors, given four years ago)	80,000.00
Overdrafts	23,045.91
Furniture and safes	1,500.00
Rent account	287.00
Total	$1,055,122.18

Of the above the following are estimated to be unavailable:

Discounted bills	$205,857.09
Discounted bills, suspended (past due)	26,052.73
Overdrafts	8,321.56
Total unavailable securities	$240,231.38

LIABILITIES.

Capital	$108,000.00
Due depositors	726,998.77
Certificates of deposit	1,069.25
Dividends unpaid	1,118.40
Certified checks	11,133.28
Due the Bank of New-York National Banking Association, current account	49,392.56
Due Seventh National Bank	240.51
Due Fifth National Bank	319.60
Due Seth L. Keeney (special)	25,148.75
Salaries accrued	565.33
Expenses accrued	1,600.00
Total	$925,586.45
Deficiency	$110,695.65

The report which the Commercial's officers made to the State Banking Department at the 1st of June is as follows:

RESOURCES.

Loans and discounts, less due from Directors		$927,900.61
Due from Directors		54,944.43
Overdrafts, as per schedule		585.62
Due from trust companies, State and national banks, as per schedule		19,571.14
Banking house and lot, as per schedule		75,000.00
Stocks and bonds, as per schedule		65,000.00
Specie		6,056.69
United States legal-tender notes and circulating notes of national banks		35,678.00
Cash items, viz.:		
Bills and checks for the next day's exchanges	$89,000.29	
Other items carried as cash, as per schedule	1,072.23	
		90,072.52
Loss and expenses, viz.:		
Taxes paid	960.47	
Current expenses	8,561.71	
		9,522.18
Assets not included under any of above heads, viz.:		
Furniture and fixtures	$4,500.00	
Suspense account	5,000.00	
Premium account	2,425.00	
		11,925.00
Total		$1,296,256.19

LIABILITIES.

Capital stock paid in, in cash		$108,000.00
Undivided profits		115,369.80
Due depositors, as follows, viz.:		
Deposits subject to check	$947,191.46	
Demand certificates of deposit	7,544.25	
Certified checks	35,793.08	
		990,528.79
Due trust companies, State and national banks, as per schedule		1,580.00
Due individuals and corporations other than banks and depositors, as per schedule		80,000.00
Unpaid dividends		777.60
Total		$1,296,256.19

The "suspense" account was fixed at $5,000 in the June quarterly report. Bookkeeper Dawson said yesterday that this represented the obligation of a New-York hatter. Superintendent Preston raised the suspense account in his report to $52,056.26, of which he threw out $26,052.73 as worthless.

The Commercial Bank owed the People's Trust Company of Brooklyn $35,000 at the time the June quarterly report was made. It appears from the books that this obligation was discharged on July 1. At the time of the quarterly report the Commercial owed the Bank of New-York National Banking Association $45,000.

William N. Dykman did not qualify as the receiver of the bank yesterday, for the reason that Deputy Attorney General Hogan did not go to Brooklyn. Mr. Dykman secured his bondsmen, and Superintendent Preston offered to act as a substitute for the Attorney General in accepting the bond. Supreme Court Justice Bartlett declined to allow the substitution, and the bond will be forwarded to the Attorney General to-day.

Mr. Dykman's bondsmen are S. W. Boocock, Edward Annan, Gen. H. W. Slocum, and Congressman Felix Campbell. The bond is $100,000.

Mr. Dykman said yesterday that he would try to make a quick job of the receivership. "I still hope for a resumption," he said. Some of the Directors are still talking to the depositors of resuming.

President Keeney yesterday showed a reporter for THE NEW-YORK TIMES the safe in the Commercial Bank from which Cashier Vail, as he alleges, abstracted $25,000 of the President's bonds and sent them to the Bank of New-York National Banking Association as collateral. Mr. Keeney also showed what purported to be a receipt from Mr. Vail for the bonds.

"Mr. Vail did a criminal act in taking my bonds," said Mr. Keeney, "but what's the use of prosecuting him? He hasn't got a dollar."

The friends of Cashier Vail say the Directors are trying to make a scapegoat of him.

Elbert Snedeker is a Director of the bank who has been active in talking about resumption. He was circulating among the depositors yesterday with a prophecy of resumption. He had a consultation with James Shevlin, the most trusted lieutenant of "Boss" McLaughlin. Mr. Shevlin was one of the Commercial depositors.

Another depositor with whom Mr. Snedeker talked was C. Augustus Haviland.

"The appointment of W. N. Dykman as receiver of the Commercial Bank is one of the worst scandals since the time of Tweed," said Mr. Haviland to Mr. Snedeker. "We are going to get the bank's books and papers and see who got the money."

To a reporter of THE NEW-YORK TIMES Mr. Haviland said: "We are going to have either another receiver or an associate receiver. The depositors will take no legal steps until after Monday night's meeting. I am in favor of appointing a committee to act for the whole body of depositors.

"The $314,000 was turned over to the Bank of New-York National Banking Association the day before the failure in order that certain persons could get their money out of the Commercial after its doors were closed. This they could do by depositing checks with other banks in time to get them through the New-York Clearing House the day of the suspension.

"The appointment of a receiver in the manner in which it has been accomplished is but the culminating act of the series of deceptions practiced upon depositors. From the first the Directors have given the public to understand that it was but a question of a few days before the bank would resume, and, buoyed up with the promise that they would soon be able to draw upon the funds tied up in the bank, the depositors have kept quiet, but this covert appointment of Keeney's counsel as receiver will arouse them to immediate action. Judge Bartlett was holding court in Brooklyn, and there could have been but one object in making the application at Poughkeepsie, and that simply to reach an out-of-the-way spot to do an act that they were fearful to do in the face of the people wronged. Judge Barnard did not know Mr. Dykman as the paid attorney of Seth L. Keeney, but the Superintendent of Banking knew him as such, and should not have concurred in his appointment. However, that is not more surprising than that he should have allowed the bank to continue business for the year or so past, knowing, as it was his duty a his privilege to know, that the Directors were carrying their own paper as money and practicing deception on the public and the depositors. The New-York statute defines fraud as the act of any person who, 'with intent to affect the market price of the stock, or of other evidences of debt of any corporation or association, knowingly circulates any false statement, rumor, or intelligence,' and prescribes as punishment a fine of $5,000 or three years imprisonment."

Superintendent Preston said yesterday that it was a question of law whether President Keeney could get back from the Bank of New-York National Banking Association the $25,000 in bonds which Cashier Vail turned over to it.

Don't say you can't afford to visit the World' Fair. Have you heard of the New-York Central's half fare ($20) excursions, Sept. 5 and 11!—Adv.

ATTEMPT TO KILL MR. RIDLEY.

A Pistol Shot Fired at the Dry Goods Merchant at Bayport, L. I.

BAYPORT, L. I., Aug. 31.—Arthur J. Ridley of the New-York dry goods firm of Edward Ridley & Sons is on a visit here at the Summer residence of Theodore Allen. What is thought to have been an attempt to assassinate Mr. Ridley was made by three unknown men at 2 o'clock this morning.

A young woman of Mr. Allen's family heard a stealthy attempt to open the window of her room. She arose and struck a match. As she did so she heard a man say: "There's some one in that room." The young woman called out:

"What do you want there?"

"Is Mr. Allen home?" inquired the voice outside.

"No," she replied, "he is in New-York with Mrs. Allen."

"Is Mr. Arthur Ridley there?" was next asked. The young woman replied that he was, and she was glad to take the opportunity of calling him.

"Well, he's the man we're after," remarked the unknown. When Mr. Ridley came, in answer to the call, the stranger wanted him to open the front door, saying there was a sick man outside and needed help.

Fearing a sinister motive, Mr. Ridley refused to open the door, whereupon there was a shot fired and a pistol bullet crashed through the glass and whizzed by Mr. Ridley's head. He ran from the room, ascended to the next floor and secured his own revolver. He then went to an upper window, and from it saw three men standing in the moonlight.

He fired at them, and they ran out of the grounds, jumped into a boat, and rowed off from the point where the water comes up close to Mr. Allen's grounds.

Mr. Ridley has an idea that the men were burglars, who thought the house was unoccupied, and they thought to overawe him, and the pistol went off prematurely or that it was deliberately intended to kill him. He cannot account for the men knowing him by name.

MRS. FISKE'S DIAMONDS GONE.

She Loses $4,000 Worth on the Campania and a Letter of Credit for £2,200.

The steward, purser, and other officers of the Cunard steamer Campania, which arrived here Saturday afternoon, were considerably surprised when Mrs. C. R. Fiske, a wealthy Boston widow and a first-class passenger on the steamer, made complaint that she had been robbed.

The complaint was lodged by Mrs. Fiske with Purser Wallace last Friday. She stated that a small valise containing two gold watches and some jewelry had been taken from her stateroom. The purser wanted to post a notice of the robbery, as is customary, but Mrs. Fiske begged him not to do so. She did not desire any notoriety, and at the time she did not appear to consider her loss a serious one.

The police and Custom House Inspectors were duly notified of the loss, but they failed to discover any traces of the thief. Mrs. Fiske's courier, Mr. Damon, has now furnished the police with a list showing that there was nearly $4,000 worth of diamonds and jewelry in the missing valise. Mr. Damon also declares that the valise contained a letter of credit for £2,200 on Drexel, Morgan & Co. Fortunately this document is not negotiable.

Mr. Damon was seen last night at the Fifth Avenue Hotel, where Mrs. Fiske is stopping. He said that his employer declined to see any one personally. He thought she ought to have handed her valuables over to the purser to put in his safe. The steward and purser are certain that none of the servants on the steamer appropriated the missing articles.

Genesee Wesleyan Seminary.

ROCHESTER, N. Y., Aug. 31.—At a meeting of the Trustees of the Genesee Wesleyan Seminary, held here to-day, the Rev. William H. Reese, A. M., pastor of the Central Methodist Episcopal Church of Wilkesbarre, Penn., was elected Principal of the seminary, to succeed the Rev. W. R. Benham.

Mr. Reese was born in Clifton Springs, N. Y., and graduated from Genesee College. He is under fifty years of age. After graduation he spent five years in teaching, two as Principal of the Mexico Academy at Mexico, N. Y., and three at the Fairfield Seminary, Fairfield, N. Y. He entered the ministry as a member of the Northern New-York Conference of the Methodist Episcopal Church May 5, 1874.

"New-York Day" at the World's Fair will be Sept. 4, and the Picturesque Erie Lines' next personally-conducted excursion leaves New-York, Chambers St., 10:15 A. M., Saturday, Sept. 2. Limit, ten days. Rate, $18, with privilege of returning via Niagara Falls.—Adv.

TRAIN AND BRIDGE WENT DOWN

WRECK OF A BOSTON AND ALBANY LIMITED EXPRESS.

FIFTEEN PERSONS KILLED, MANY INJURED.

Four Palace Cars Were Smashed Into Kindling Wood.

HURLED INTO THE WESTFIELD RIVER

The Bridge Had Been in Use for Nearly Twenty Years and Was Being Strengthened to Meet the Strain of Heavy Engines—When the Train, Running Twenty Miles an Hour, Rolled Upon It the Trusses Collapsed—The Work of Rescuing the Injured and Removing the Bodies of the Dead.

SPRINGFIELD, Mass., Aug. 31.—The Chicago limited express train for Boston broke through a frail iron bridge on the Boston and Albany Railroad one mile and a half east of Chester about 12:30 o'clock to-day, and four Wagner cars were crushed, killing fifteen persons, fatally injuring several others, while at least twenty were badly hurt. The wreck is the worst ever known on the road.

The bridge was being strengthened for the big locomotives, and the workingmen who were putting on the plates were at dinner when the crash came. The locomotive passed over the structure, but was smashed, the water tank being thrown a long distance.

The buffet car, two sleepers, and a dining car were smashed to kindling wood when they struck the stream twenty feet below, but two day coaches and a smoker in the rear did not leave the track.

There had been thirteen bodies taken out at 6 o'clock, and twelve of them had been identified. It was belived that there were two more bodies in the ruins.

The Dead.

This is the list of the dead so far as identified:

BISHPAM, Mrs. C. B., Philadelphia.

COTTING, Miss SUSIE, Boston.

DELERTY, Miss EMMA, Columbus, Ohio.

DE WITT, J. E., Portland, Me., President of the Union Mutual Life Insurance Company.

HITCHCOCK, R. C., Bellows Falls, Vt.

IVES, H. C., Chicago.

KELLY, T. K., Boston, blanket manufacturer.

McMASTERS, JOHN, express messenger, Springfield.

MORSE, GEORGE W., baggagemaster, Boston.

MURRAY, J. H., brakeman, Greenbush, N. Y.

SEDGEWICK, FRANK, Palmer, Mass.

STACKPOLE, J. C., Wagner car conductor, Hartford, Conn.

WINCHELL, Mrs. J. S., Oneida, N. Y.

The Injured.

Following is a list of those injured in the accident:

ADAMS, E. B., Holyoke; head bruised.

AVERY, Mrs., Holyoke; hip injured.

BUCHANAN, LOUIS, Boston; badly bruised.

CARSON, JOHN D., Dalton, Mass.; bruised.

CARSON, ETHEL, Dalton, Mass.; shoulder sprained.

CUCKSON, ROBERT, Boston; Wagner car porter; badly scalded.

CUMMINGS, SUMNER, Worcester; bruised and sprained knee.

CUMMINGS, Mrs. SUMNER, Worcester; compound fracture of leg, and bruises.

ELDREDGE, Mrs. JAMES T., Boston; broken hip, fractured shoulder.

ELDREDGE, THEODORA, Boston; seriously.

EMERSON, JOHN, brakeman, Boston; left eye badly bruised.

GRAVES, MURRAY, Boston; broken arm and leg.

HAWKINS, WALTER, Pittsfield; bad scalp wound and serious contusion of mouth and nose.

HORTON, WILLIAM, Albany; locomotive engineer; badly bruised, left hip broken, and internal injuries feared.

JOHNSON, J. WALDRON, Boston, porter; bad scalp wound.

LANG, FRANK, Chicago; bruised chest and back.

LEACH, M. F., Rainfall; fractured left thigh.

LEE, Mrs. JAMES T., Boston.

LITTEL, Mrs. Dr. ALICE, Brookline, Mass.; bad scalp wound.

MITCHELL, LEWIS, Albany, badly bruised and fractured ribs.

McCLATCHEY, JANE, Attleborough; broken rib.

PLATT, JOHN, Riverton, N. J.; bruised.

PLATT, Mrs. JOHN, Riverton, N. J.; bruised.

PORTER, WELLESLEY, buffet-car porter, Boston; fractured thigh.

PRATT, Mrs. LLEWELLYN, Norwich, Conn.; right thigh sprained, hand cut.

RICH, Mrs. HELEN, Pittsfield; cut face.

SADIE, MARY, Springfield; bruised.

STEPHANE, ROSE, Springfield; fractured ribs.

WADE, WINTHROP, Boston; fracture of left thigh.

WHITNEY, Mrs. H. E., Cleveland, Ohio; badly bruised and scalp wound.

WILLIAMS, ARTHUR, Lenox; bad scalp wound.

WINCHESTER, Mrs. J. N., West Roxbury; bruised.

The train was seven minutes late at Chester, and the railroad hands say it was going at the rate of twenty miles an hour when it struck the first of the two spans across the Westfield River. The locomotive seemed to leap across the bridge, as the trusses collapsed and fell over to the south.

The bridge was built in 1874. It was a two-span lattice structure 221 feet long. It stretched across the west branch of the Westfield River.

The ill-fated train was one of the fastest expresses on the road, stopping only at Pittsfield in its run from Albany to Springfield. It carries the largest engine and best cars of any train running west of Springfield.

The scene of the accident is but a short distance below Chester, and is just below the steep grade going up the mountain. Word was carried to the village promptly, and the people did their best to care for the injured.

Two wrecking trains left Springfield immediately after the accident. On the second train were Medical Examiner Breck and Dr. Seelye of Springfield.

Superintendent Cone of Chester, who has charge of the mountain division of the road, took charge of the wreck, and with the assistance of the extra engines and section hands did much toward clearing away the wreck before the arrival of the wreckers from Springfield. The physicians of Huntington arrived on the scene and did much to relieve the sufferings of the injured.

The heroes of the work of rescue were Dr. George L. Wood of Collinsville, who went to the train to meet his wife, and the colored porters and waiters in the dining car. Although their faces were bruised and cut and covered with blood, they did splendid work.

The hospital was a group of apple trees in an adjoining orchard, where scores were taken. Ox teams arrived with loads of straw, cushions, bedding, and food. The wounded were soon removed to the houses of N. A. Harwood, Washington Moore, and J. C. Crocker, and all that remained on the apple-strewn ground were thirteen bodies covered with red blankets from an adjoining stable.

The dead were many of them horribly mutilated, heads crushed in, limbs torn, and often only recognizable from the clothing. Mr. Scull of Philadelphia was with his sister, Mrs. Bishpam, in a Wagner car. She was killed, and he was pinned down, but finally extricated. When her body was laid out a wrong name was affixed to the breast, and the officials called him to see the mutilated face, which he had avoided.

"Are you sure she is your sister?" the officers asked.

"My God! it is, it is!" he exclaimed, while the bystanders turned away and wiped their eyes.

The body of Miss Susie Cotting of Boston was identified by Miss Andrews, daughter of Edward Andrews, President of the Security Safe Deposit Company of Boston. Mr. Andrews was unable to get a seat in the Wagner car, and so he went into a day coach with his daughter and Miss Beal of Boston. They were not injured.

J. E. De Witt of Portland, Me., President of the Union Mutual Life Insurance Company, was reading a magazine. M. W. Kirk of Chicago started to sit with him, but, seeing that he was absorbed, excused himself and went into the rear car and was saved.

Mrs. John J. Howard of Boston, whose stage name is Hattie Blanchard, was one of the five saved in the sleeper next in front of the dining car, which was the worst wrecked. She left Albany, where the John L. Sullivan company had appeared the night before.

She says that she felt the car going down and reached for her hat in the seat in front. In an instant she was pinned down by a beam across her waist. A chandelier had crashed down overhead. She extricated herself and turned to Mrs. Bishpam, who was crying for help. Her head was wedged under a car-seat arm. When she saw that it was impossible that she should be saved, Mrs. Bishpam squeezed her hand with a "God bless you—good-bye."

Mrs. Howard pulled a car seat off a man and then started out. She stumbled over a cook pinned down near the kitchen and, mounting the ruins of the next car, was taken off safely.

E. H. Talbot of New-York, for fifteen years editor of the *Iron Age*, was on a day coach. His clothes were torn and he was badly bruised, but he did splendid work in taking out the dead and injured. He said they came out so fast it seemed as if the passengers would never stop coming out of the windows.

He rides on rear cars from principle, believing it the safest place, and thinks his theory was proved in this case. He thinks the railroad was at fault for running a heavy train twenty miles an hour over a bridge under repair.

"People are aroused to do their best on such occasions," he said, "and I never saw nobler deeds. I took out a little girl whose legs were bruised and torn, but she never uttered a cry. 'Go back after mamma,' was all she said.

"The woman who screamed most was wringing her hands and moaning because the railroad would never pay for a sealskin sacque she lost.

"I helped one woman, seventy-six years old, out, and she begged me to go back after her son. She was most unselfish amid terrible suffering. When I put a carriage cushion under her she said: 'I can never repay you for this kindness.'"

INJURED TAKEN TO BOSTON.

Crowds of Friends of Passengers Await Them at the Station.

BOSTON, Aug. 31.—There was weeping on the platform of the Albany station this evening. A special train was bringing in the wounded and the survivors from the railroad wreck at Chester, and there were relatives and friends hoping against hope. Some of them, women and girls, walked up and down the platform, now sobbing as if their hearts would break, now laughing hysterically. Men paced the planking forcing back the tears and waiting in agony to learn the worst.

No well-authenticated list of the dead and injured had yet been obtained, and there were many who had heard nothing from their relatives on the train. Then the headlight came around the curve, and the train rolled into the station. The scene that followed was extremely touching, as father embraced daughter and mother threw her arms around the neck of her still living son.

The wounded were gently assisted from the cars and taken to their homes or to the hospital in carriages. Several of those who had been on the wrecked train talked to the small army of reporters around them. Many lived in Boston, and to these it was a sad home coming.

Mrs. James T. Lee of Beacon Street, a widow, lay on a mattress in the baggage car and was carried from the train on a stretcher. She was not dangerously wounded.

Jane McClatchey of 244 North Main Street, Attleborough, was also in the baggage car. She had a rib broken. She was taken to the Massachusetts General Hospital.

Mrs. J. T. Eldridge and her daughter Theodora of 199 Beacon Street were among the passengers on the train. Both were injured seriously, but at a late hour to-night it is believed that they will recover.

Frank Andrew of Middleborough was one of the passengers in the rear car. He boarded the train at Dalton, Mass.

"There were three distinct shocks when the train went over," said he. "The cars did not roll and plunge, as has been reported, but sank from the elevation to the water below quite gradually. I got out of my car at once. I had never been in an accident of the kind before, and to me the scene was terrible.

"Men and women were struggling to get out, and the groans of the injured were frightful. The people from the country round about flocked to our aid at once and gave valuable assistance to the train hands. I counted sixteen dead as they lay on the grass waiting to be removed. In most cases the features were badly cut.

"One man's head was split open from the back of the neck to the forehead. When I left it was not known whether the engineer would live or die. His hip and leg were broken. The fireman, some one said, had walked away from the scene unaided."

A delightfully situated hotel is the Madison Avenue, 58th St. and Madison Av. (near Central Park.) Moderate terms. Refurnished in modern style.—Adv.

CALISAYA LA BILLA IS A DELIGHTFUL tonic substitute for quinine, &c. Immediate effect.—Adv.

600 VICTIMS

The Number Reported Dead at Port Royal.

THE HORROR MAY GROW

Some Estimate That One Thousand Were Drowned.

FAMINE AFTER FLOOD.

Negroes Are Starving and Desperate.

Tidal Wave Swept Over the Town and Carried Off the Hundreds, Whose Bodies Are Being Fast Recovered—Seven Thousand Negroes Who Had Been Driven to the Place for Shelter Clamor for Food—Small Stock of Provisions on Hand, and When Supplies Are Given Out a Battle Ensues—In One Fight Three Men Were Killed—Not Above Twenty-five of the Drowned Were White Persons and Only Five Were Women, Appalling Scenes About the Streets, Which Are Filled with Women and Children Piteously Appealing for Food and Crying Over the Loss of Some Loved One—The Damage to the Town Estimated at $2,000,000—It Will Take Months to Rebuild the Place—Over Three Hundred Bodies Have so Far Been Recovered and Many It Is Thought Have Been Washed Out to Sea by the Tide.

AUGUSTA, Ga., Aug. 31.—Further and more distressing news of the disastrous work of the hurricane at Port Royal was received to-night.

The number of the dead has been increased from 100 to 600.

The figures are given after a careful calculation by Receiver J. H. Averill of the Port Royal and Augusta Railroad, who is now in Port Royal.

News has been heard from Helena Island, just off Beaufort. The dead there alone number 120.

The people are now suffering for food, and 7,000 negroes, who have been driven to Port Royal by the storm from the surrounding islands and the rice and cotton plantations, are starving. They are so destitute and so badly in need of something to eat that they have resorted to fighting among themselves for food.

Several were killed in a fight for provisions.

Gov. Tillman of South Carolina, who passed through Augusta to-day from Chicago on his way to the Capitol at Columbia, has been appealed to for aid.

The negroes are getting more and more daring in the struggle to keep their wives and children from starving.

Many of them have not had a morsel to eat since Sunday.

The dead are being so quickly recovered that there are not enough coffins to be had for proper burial. Many bodies are being hurriedly buried in the Potter's Field without coffins.

The scene is reported by those who have just returned from Port Royal as weird, gloomy, and heartrending.

Men and women and children stand in the streets pleading for something to eat. Distress is pictured in their faces, and there is little to be given them to stop their cries.

The white people in Port Royal are doing all in their power to relieve the suffering, but their efforts alone cannot begin to better affairs. Those who are not given immediate relief become rebellious, and it is a difficult task to keep the sufferers in subjection.

As soon as one negro gets some supplies he is attacked for his share, and considerable food has been wasted by these battles.

The loss to Port Royal and its surroundings to-night is footed up at $2,000,000. This estimate is considered low rather than exaggerated.

Port Royal is still shut off from telegraphic and railroad communication. The nearest town that can be reached is Coosaw, where boats are taken to carry passengers to the ruined city.

All the rice and cotton crops about there are completely ruined. The stock of provisions in the town has been almost consumed.

The horrors of the devastation can scarcely be imagined and nothing can be extravagantly said of the wreck and ruins.

That part of South Carolina is known as the black district and is almost entirely inhabited by negroes.

Out of the 600 drowned not more than 25 were whites and only five were women. Most of the negroes were adults, though at least 200 helpless children are counted among the dead.

The body of a white woman was recovered this morning, and clasped to her breast was her baby.

A number of bodies are still missing, and many known to have been drowned, and not yet recovered, are supposed to have been carried out to sea by the strong current.

The work of clearing away the débris has not yet been begun. Everybody is assisting in the search for the dead.

It will take at least a year to rebuild Port Royal, to re-establish homes, and to provide work for the laborers who will be indefinitely thrown out of employment.

Most negroes are farm hands, and, as this year's crop is destroyed and plantations still inundated, their labor will not be needed again before Spring.

A telegram just received from your correspondent's associate, who has been at Port Royal all day, says that conservative estimates by some of the most prominent citizens of Port Royal, who are familiar with the surroundings, and thoroughly acquainted with the people, place the aggregate loss of life at 1,000.

Up to this time, 359 dead have been recovered and have been buried.

Citizens are helping in the search for the dead and assisting in digging graves. On nearly every doorknob crape is hung, and men, women, and children are walking the streets crying over the loss of some beloved one, whose body they are searching for.

Telegrams say that on the night of the storm many persons tied themselves to stout trees to save themselves from being blown away.

KEY WEST, Fla., Aug. 31.—The storm signals are flying to-night and another hurricane is expected.

SWEPT THE DRY DOCKS.

Government Improvements Badly Damaged by the Terrific Wind.

COLUMBIA, S. C., Aug. 31.—Several gentlemen from this city, who were in Port Royal or Beaufort during the hurricane, returned to Charleston yesterday on the first train which came into the city over the Charleston and Savannah Railway. They report that the loss of life and the destruction of property at those places and the neighboring sea islands have been fearful.

Among the dead is Dr. Ellis, the newly-appointed quarantine officer for the port.

Paris Island, where the United States dry docks are building, and which stands between the Broad and Beaufort Rivers, was swept by the cyclone. The fatality which has pursued the Government improvements since their inception found its culmination on Sunday night. The injury could not be accurately calculated.

Beaufort, the prettiest island town in the Carolinas, is terribly damaged, notwithstanding the fact that it stands six miles up the river. Many of the residences in the town were ruined, and the wharves are nearly or quite destroyed.

The experience of Capt. Whitely and his wife and family of ten children on Castle Pinckney on the night of the storm was a terrible one. The wind blew the storehouse to pieces and blew away all the ship chandler's stores, and his dwelling was so exposed that it was seen to be dangerous to remain in it. He and his family sought shelter from the fury of the tempest to the leeward of the fort, and with his children he stood out in the storm with occasional waves breaking over the helpless family.

The fury of the winds and waves was so great that some huge masses of iron used for holding buoys and weighing 4,500 pounds were moved from their places and rolled about the beach. Some great anchors weighing from 4,500 to 6,000 pounds were flung about the place like so much timber. The place is a complete ruin, and in spite of it all Capt. Whitely and his brave family are in the castle and are holding the fort.

The missing steamship Seminole, about which so much anxiety was felt, steamed into the harbor yesterday morning.

PASSENGERS OF SAVANNAH.

Party Which Left on Raft Not Returned from Helena Island.

SAVANNAH, Ga., Aug. 31.—The tug that went to Coffin Point, near St. Helena Lighthouse, to bring back the women and children wrecked on the steamer City of Savannah and that was expected to return by 6 P. M., had not arrived here at 10 P. M.

About 6 o'clock this evening the body of a little girl about eight years of age floated down the river. It is reported this evening that twenty-four bodies floated up on the lower end of Hutchinson's Island, near Screven's Ferry. This is not verified.

Dr. Duncan and C. M. Cunningham, thought to have been lost on Wolf Island where they were hunting, and for whom a rescuing party was sent out, are all right. Dr. Duncan came to the city with the rescuing party. Cunningham remained to look after their wrecked boat.

ANXIOUS AT WASHINGTON.

Navy Department Makes an Effort to Get News from Port Royal.

WASHINGTON, Aug. 31.—Now that the Kearsarge and Nantucket have been heard from, the Navy Department people are anxiously awaiting some news from the station at Port Royal, reported to be destroyed by a tidal wave.

There are four officers, some of whom have their families with them, stationed at Port Royal. They are Capt. L. A. Beardslee, commanding; Lieut. Commander W. W. Rhoades, Medical Inspector B. H. Kidder, and Civil Engineer George Mackay.

A Great Many Children —have been cured of scrofula and other skin diseases—as well as thousands of grown people, by taking Dr. Pierce's Golden Medical Discovery. Every disorder that can be reached through the blood, yields to its purifying qualities. Besides, it builds up *wholesome flesh* and strength; not merely *fat* like Cod liver oils. A scrofulous condition of the blood invites Catarrh, Bronchitis and Consumption. We're all exposed to the germs of consumption, grip, or malaria—yet only the weak ones suffer. When you're weak, tired out, and debilitated, or when pimples and blotches appear—heed the warning in time. The "Discovery" sets all the organs into healthy action—especially the liver, for that's the point of entrance for these germs, then if the blood is pure, they'll be thrown off. There's no risk. If it fails to benefit or cure in all cases of impure blood or inactive liver, your money is returned.

BODY OF EDEN HOWLAND FOUND.

Discovered Floating in a Marl Pit Three Miles West of Long Branch.

LONG BRANCH, N. J., Aug. 31.—The body of Eden Howland, who was to have been married Sunday to Miss Georginia Smith, was discovered to-day by Michael Deveraux in a marl pit at Poplar, a small village three miles west of Long Branch.

Mr. Deveraux and his brother William were out walking when they suddenly came upon the body of Howland floating face down in a pool of water four feet deep.

William Deveraux, surmising it was the body of Mr. Howland, drove to Long Branch and notified Coroner Van Dyke and Undertaker Baremore and took them with him to the marl pit. On reaching the spot it was discovered that Mr. Howland's body was badly decomposed, indicating he had been dead several days. The body was then removed to Baremore's morgue at Long Branch, where it was identified by Mrs. Milton Caster and Miss Louise Golden.

Coroner Van Dyke impaneled a jury, but adjourned the inquest for one week for the purpose of making a thorough investigation of all the facts connected with the case.

Mr. Howland's watch stopped at 2:20, which indicates that it had run four hours after he left the house of Miss Smith Sunday night. The impression prevails here that it is a case of suicide, but there are many who believe there was foul play. The fact that his money and jewelry were undisturbed suggests suicide.

Mrs. Albert Comstock, the married daughter of Mr. Howland, and her husband arrived here to-day from their home in Brooklyn. His brother, Henry Howland, and his sons are also here. They are hoping in every way possible to clear up the mystery surrounding the old man's death.

Eden Howland is reported to have left an estate worth $30,000. Henry Howland says his brother kept large bank balances with the Long Branch Banking Company and in the First National Bank of Freehold. It was from the latter bank that he drew a large sum of money Aug. 7 for the purpose of refurnishing his cottage at Freehold, where he intended living with his bride.

Mrs. Anna M. Woolley, with whom Mr. Howland boarded for years, is of the opinion that he was murdered. From his long residence with her, she says she knew his ways and peculiarities and scouts the idea of suicide. Miss Smith, his fiancée, is ill from the shock caused by his death.

The funeral will take place Sunday. In the meantime it is the intention of the Coroner to hold an autopsy upon the body. The relatives strenuously object to an autopsy, but give no reason for their opposition.

MISSING FROM SHELTER ISLAND.

James Horner Was Last Seen on the Steamer Montauk Monday Night.

MANHANSET HOUSE, SHELTER ISLAND, L. I., Aug. 31.—Excitement has been created here by the mysterious disappearance of James Horner, who had charge of Mr. Puvogle's stables, which are used extensively by the Manhanset House.

Mr. Horner was last seen Monday night on the steamboat Montauk, where he had gone to take a wagon which was to be shipped to New-York. He did not go with the boat to New-York. A young woman reports that she saw him after the boat had left the dock.

Searching parties have been scouring the woods, but no trace of him can be found. His room has been searched and a revolver is missing. No reason can be found for his disappearance. His accounts are correct at the stable, and he has not had trouble with any one as far as can be learned.

Horner's home was in New-York. He has been working here for the last eighteen months.

Word from the Concord and Portsmouth.

WASHINGTON, Aug. 31.—The gunboat Concord arrived yesterday at Colombo, Ceylon, nine days from the Straits of Bab-el-Mandeb, a journey of 2,130 miles. Naval officers are much pleased at this remarkable showing for a vessel of the smaller gunboat type. The Concord will proceed to the China station.

The training ship Portsmouth, with naval apprentices on board, arrived at Funchal, Madeira, this morning.

ARMY AND NAVY.

Army Orders.

EXAMINATION FOR CADETS.—There will be an examination of cadets recently appointed to the Naval Academy at Annapolis on Monday. There are about 100 young men nominated for cadetships from Congressional Districts all over the country. Those from New-York State are: Fourth District, W. G. Asserson, with H. A. Robison as alternate: Fourteenth District, J. Folk, with W. Seely as alternate; Sixteenth District, E. H. Martin, with J. F. O'Ryan as alternate; Twenty-second District, E. C. Keenan; Thirty-third District, L. F. Allen, with A. Isebin as alternate.

LEAVES OF ABSENCE.—Capt. Paul Shillock, Medical Department, fifteen days' extension; Second Lieut. J. L. Donovan, Seventeenth Infantry, two months; First Lieut. D. E. McCarthy, Twelfth Infantry, seven days; Major G. B. Russell, Fifth Infantry, one month's extension; First Lieut. J. A. Lundeter, Fourth Artillery, twenty days from Sept. 1.

ARTILLERY TRANSFERS.—The following transfers in the Fifth Artillery are ordered: Second Lieut. Edmund M. Blake, from Light Battery F to Battery L; Second Lieut. William G. Haan, from Battery M to Light Battery F; Second Lieut. Sidney S. Jordan, from Battery L to Battery M.

LEAVES OF ABSENCE.—Capt. L. B. Hare, Seventh Cavalry, one month; First Lieut. L. H. Walker, Fourth Artillery, fifteen days; Major John P. Baker, Paymaster, one month, with permission to apply for extension to Oct. 30.

CAPT. H. H. ADAMS, Eighteenth Infantry, now at Fort Clark, will proceed to Columbus Barracks, Ohio, to conduct a detachment of recruits for the Eighteenth Infantry to Fort Clark, Texas.

CAPT. WILLIAM L. MARSHALL, Corps of Engineers, is assigned to duty as Engineer Officer of the Department of Missouri, and will relieve First Lieut. Cassius E. Gillette, Corps of Engineers.

COL. MONTGOMERY BRYANT AND FIRST LIEUT. JAMES B. GOE, Adjutant, Thirteenth Infantry, are detailed as additional members of the general court-martial at Fort Sill, Oklahoma Territory.

TO PAY TROOPS.—Lieut. Col. G. W. Candee, Major G. W. Baird and Major G. E. Smith, Pay Department, are designated to pay troops in Department of the Missouri.

FIRST LIEUT. JAMES D. NICKERSON, Seventeenth Infantry, will report for duty at Davids Island, New-York Harbor.

FIRST LIEUT. JOHN A. LOCKWOOD, Fourth Cavalry, will report Sept. 19, at Jefferson Barracks, Missouri, for duty.

COL. CHARLES H. TOMPKINS, Assistant Quartermaster General, will visit Fort Niagara, N. Y.

ENSIGN ARMISTEAD RUST is ordered to relieve Ensign W. W. Gilmer on the Pinta, Oct. 6.

Navy Orders.

DETACHED FROM THE CONSTELLATION.—Lieuts. C. W. Bartlett, J. M. Roper, W. F. Halsey, J. M. Bowze, J. O. Nicolson, H. McL. P. Huse, Ensigns F. K. Hill, G. B. Byans, Passed Assistant Surgeon E. H. Marsteller, and Chaplain H. H. Clark are detached from the Constellation and ordered to duty at the Naval Academy. Passed Assistant Surgeon S. S. White are also detached from the Constellation and granted two months' leave. Paymaster John Furey is detached from the Constellation, ordered to settle accounts, and await orders. Commander C. M. Chester is detached from the Constellation and ordered as commandant of cadets at Annapolis.

A COURT-MARTIAL, consisting of Capts. Henriques, Moore, and Coghlan, has been ordered to meet at the Treasury Department Sept. 5 next to try Capt. Mitchell of the internal revenue cutter Crawford on charges of immoral conduct on board his vessel while lying at the dock in this city.

CARPENTER J. W. BURNHAM is detached from duty at Cramp's Yard, Philadelphia, Sept. 7, and ordered to the Newark Sept. 9.

SAILMAKER JOHN MARTIN is detached from duty at the New-York Navy Yard Sept. 11 and ordered to the Wabash.

SAILMAKER G. D. MACY is detached from the Wabash Sept. 20 and ordered to the New-York Navy Yard.

CARPENTER W. H. BARRETT is detached from the Newark and granted one month's leave.

COMMANDER HENRY GLASS is ordered to examination for promotion at Mare Island.

PRANKS OF THE HURRICANE

ODD SIGHTS ABOUT THE STREETS OF CHARLESTON.

Big Three-Masted Schooner Driven Into a Train Shed and Other Vessels Lodged in the Fronts of Houses—People of the City Not Discouraged—Purse Strings Have Been Loosened and There Is Work in Plenty Clearing Up the Streets and Looking After Repairs.

From a Staff Correspondent of the New-York Times.

CHARLESTON, S. C., Aug. 31.—Already the work of repairing the widespread damage caused by the hurricane is well under way in this city. Only one wire connects Charleston with the outside world, although four days have elapsed since the storm. It leads to Augusta, Ga. Direct communication to the North is yet to be attained.

It is an encouraging sign that the people here show no disposition to sit down and bemoan the losses caused by the big storm. Perhaps the fact that the loss of life was so slight has much to do with this. That only six persons were killed is regarded as little short of miraculous.

Reports of disaster along the coast continue to come in, but owing to the inadequate means of communication it will be several days before the extent of the damage to shipping can be estimated. A dispatch received here this afternoon from Southport, N. C., says that the three-masted schooner Enchantress of New-York, Capt. Frank Rollent, with a cargo of railroad ties, is ashore twenty-five miles south of Cape Fear. Her deck load, boats, cabin, and forecastle have been carried away. The crew was three days without food or water. The mate was washed overboard Sunday night and Capt. Rollent was injured.

The three-masted schooner Jennie Thomas of Savannah, from Savannah to Baltimore with a cargo of lumber, is waterlogged and anchored twenty five miles south of Cape Fear. Her crew is safe.

There are no idlers in this place to-day. Previous to the hurricane there were many unemployed persons owing to the business depression. There is now plenty of work for willing hands. Capital which had been withdrawn from circulation for prudential reasons has come forward now to repair the waste places.

One fact which conduces to philosophy on the part of many who suffered loss is that they held tornado and cyclone insurance. The local agents do not seem desirous of letting the public know the exact amount of this insurance, but it is estimated by business men that the figures will approximate $1,000,000.

Most of the big phosphate companies, the Ferry Company, and the Charleston Bridge Company carried this kind of insurance. It is certain that the insurance companies will have to disburse much money in Charleston immediately, which is gratifying to those who desire to see the city rehabilitated without delay.

Several hundred men are now engaged in cleaning up the streets. The first gang, which set to work Monday, reminded old soldiers of a body of sappers. Armed with axes and hooks, they proceeded slowly along Meeting, King, and other streets, clearing the roadway of fallen trees and other obstructions.

In one locality there was a tangle of huge trees which required hours of labor to remove. Close behind the sappers followed the thirty-six carts of the City Scavenger Department, which carried the débris to the dumping ground.

It is safe to say that in two days more there will be comparatively few reminders of the tempest in the shape of street obstructions.

Sullivan's Island never experienced such a night before. The water rose three feet higher than ever known, and every extra foot meant a proportionate increase in the surge of the waves that dashed across the island. The more exposed houses had been abandoned before dark, and this precaution saved many a life.

The casements of old Fort Moultrie were crowded with women and children only too thankful to escape the terrors of their wind and wave swept homes.

The appearance of the water front of this city after the storm was one of general devastation. As a general thing nothing remains but rows of piles running out to the channel stringpieces. The destruction of many boats was due to the floating pieces of heavy timber which were dashed about.

The arrival of the Clyde steamer Seminole from Jacksonville yesterday morning relieved many who feared that the six men seen dead on wreckage at sea twenty miles from Savannah were her passengers.

An inland trip through Berkely County, by way of James and John's Island, showed an unbroken sequence of ravaged crops and injured buildings. Cotton, corn, and vegetables have suffered more than 50 per cent. damage. On both banks of the river were stranded small craft, lighters, and pile drivers, some of the boats being a thousand feet from the water and resting in fields recently cultivated.

The death of six colored people was reported in the collapse of houses on the border plantation on John's Island.

Yesterday a cutter, under the command of Lieut. Thompson, carrying Messrs. Earle Sloan and Arthur Simons, proceeded by way of Bass Creek to the front beach of Kiawah Island. Here the beach for miles is strewn with wreckage. Much of it came from the steamer City of Savannah. Cabin doors, saloon chairs, mahogany steps, washstands, mahogany balustrades, as well as cushions, pillows, and hundreds of life preservers, many of them stamped "City of Savannah," were lying about mixed with fragments of the hard-wood finish of the saloon, pieces of lifeboats, and some of the heavy timbering of the superstructure.

The condition of the negroes on Kiawah Island is deplorable. The cyclone destroyed their entire crops and much of their small stock, and with the tide entering their houses swept from them their few personal belongings.

Many were on the beach stripping the canvas from the life preservers to be used for making clothing. One of the cutter's crew reports finding numberless dead seagulls on Kiawah Beach, washed up with the wreckage. This is a strong evidence of the intensity of the storm.

The Italian bark Vincenzo Galatala, which left this port for Hamburg on Aug. 16, was abandoned at sea, off Hatteras, on Aug. 24. Her sails had been blown away, her foretopmast was gone, and she was otherwise disabled when the whaling schooner Hattie E. Smith, Capt. Bourne, which had also suffered damage, came alongside and rescued the crew.

The Galatala had on board 192 casks of turpentine and 3,000 barrels of resin.

Capt. F. V. Abbott, United States Engineer in charge of harbor improvement, does not know whether the cyclone has damaged the Charleston jetties, as his launch has been smashed by a schooner, and he cannot estimate damage before an inspection.

Egan & Friday, contractors for jetty stone work, have lost in material and damage to lighters $20,000, but their machinery is intact and they will continue work next Monday.

One of the greatest losses here was that suffered by the East Shore Terminal Railroad Company, which owns a railroad along the eastern water front of the city and thirteen wharves, which have been damaged $190,000. The stock is owned almost entirely in New-York.

Signal Service Observer Jesunofsky says that a further examination of his anemometer makes the highest velocity of the wind during the storm 126 miles an hour.

Letters from every county in the State give disheartening crop reports. In the low and middle country, where cotton had fully opened, the loss will be enormous, as the plant is flat on the ground, and what little staple can be saved will sell as "sanded cotton." In this section corn is reported in bad condition.

In the upper country the cotton had not entirely opened, and the loss will not be so great. Corn in the river bottoms will be ruined by the freshets which now seem imminent.

News comes to-day that the Combahee rice fields are flooded with salt water, which means destruction to the crops. The Ponpon rice-planters' fields are not as much subject to salt-water overflows, and it is hoped that they have not suffered so severely.

Sea Island cotton has shared the same fate as rice this year. In former years Charleston received 10,000 bags of long cotton. This year she will do well to get 3,000 bales.

The city is still in darkness after nightfall, neither the gas nor electric lights being in working order.

COSMOPOLITAN MAGAZINE

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IN THE WRECKED TERRITORY.

Ruining Effect of the Cyclone as It Swept Through the Country.

CHARLESTON, S. C., Aug. 31.—The effects of the hurricane in this vicinity are unprecedented. Men who have been through tropical cyclones, white squalls of the south seas, and Winter gales off Cape Horn say they never before witnessed such storm fury, such destruction, as visited this old town Sunday night.

The city was, to all appearances, in the midst of a howling sea storm. The wind, driving sheets of rain and spray, came tearing along the streets, and the rushing, surging currents swept everything before them. Broken timbers and trees were dashed by the waves against fences and walls, and bolts and bars on shutters and doors soon became useless.

The tidal drains served only to admit salt water, and the parks and gardens were soon raging lakes. Slates, tiles, and chimneypots were flying from the housetops and roofs became as sieves. Literally, the heavens descended and the waters covered the earth.

The result was destruction to household goods from attic to basement. Salt water inundated the streets and squares till sidewalks were from three to ten feet under water. Basements were flooded and cisterns choked with mud or overflowed with salt water.

All this took place at night, and after the electric wires broke down, the gas mains failed. Thus was the city left in darkness.

Along the wharves no man could live by midnight. The water front had taken its way up town. Before nightfall the yachtsmen had battled bravely with the elements to save their boats, but as the piers gave way the débris made all their efforts vain, and one by one the craft were torn to splinters, or luckier ones were swamped.

Fortunately, all the larger yachts, except the Flirt, were off on a cruise, and their friends trusted in the seamanship of their crews to pull them through. They carried barometers, and no particular apprehension was felt, as they were on inland waters and could seek the lee of some friendly shore.

As the storm increased, however, to a hurricane, and the tide rose over five feet above high-water mark, it was realized that no shore existed and that the inland waters had become a part of the raging ocean.

The yachts had all parted or were forced to cut their cables to avoid being owerwhelmed by the sea, and they were finally got before the gale, and under bare poles ran into a grove of palmettos and were secured to trees. The launch Diana was first to be hauled off, and her safe arrival in town with the cheering report that all hands were safe and sound gave relief to many.

Then will come the more important work of repairing the damage to business houses and residences. Already mechanics from other cities are making their appearance here.

Progressive business men say the hurricane is apt to prove a blessing. Certain it is that it has loosened the strings of many purses. It has created work in special lines for the masses, and will do more than any legislative act could do in forcing dollars and dimes into circulation.

The absence of excitement impresses the stranger. The people fully understand the magnitude of the disaster, but they have suffered heavily before. They know what is to be done, and they are doing it with a promptness and vim and method that only experience can teach.

The scenes on the streets and the river front are well worth seeing, and the incoming trains are bringing many curious strangers. One of the strangest sights is that of a huge three-masted schooner jammed into the entrance to the train shed of the Atlantic Coast Line. How she is to be removed is a problem which is receiving general attention.

There are smaller vessels ornamenting the fronts of numerous houses along the river front, and one craft has her nose through the wall of a warehouse.

All the railroads entering Charleston were more or less damaged. The Northeastern Railroad probably suffered most. For three miles its track was dismantled. The schooner Nettie W. Hawlett was driven across the marsh skirted by the road and deposited on the trestle supporting the tracks. But for this obstruction the schooner might have drifted into the city.

The destruction of property along the South Carolina Road was extensive. The 500-foot repair shed is a total wreck. Many box cars were demolished.

One of the queer freaks of the hurricane was to strip the tin roofs from about fifty box cars standing on a side track without doing other injury to the cars.

Ten miles from the city a tornado crossed the railroad track. Its path was thirty-five feet wide and was swept clean; not a tree was left standing.

The storm did quicker work than the batteries in the siege of Fort Sumter. Keeper Thomas H. Britt did not take much time to hoist his distress flag. The eight occupants of the fort passed through a trying ordeal.

At 7:30 o'clock Sunday night the family of Sergt. Britt sought the refuge of the magazines, and fifty minutes thereafter their home was a total wreck.

"The fury of the storm may be realized," said Sergt. Britt, "when it is known that two eight-inch Parrott rifles were overturned and buried in the sand. We were in the powder magazine thirty-six hours, and our experience was frightful.

"We had only a small bucket of water, and, as there were eight of us in the magazine, there was much suffering."

The beautiful Magnolia Cemetery is in a state of devastation. One of the losses which it will take Charleston years to replace is in its shade trees. The majestic Magnolia grandiflora, which ornamented many grounds, have been stripped and uprooted. In the arsenal grounds, cedars, oaks, and pines succumbed to the storm.

REPORT FROM THE KEARSARGE.

Struggle of the Nantucket to Keep Afloat in the Big Storm.

WASHINGTON, Aug. 31.—The Kearsarge with her tow, the Nantucket, had a very rough time of it at sea during the gale on Monday and Tuesday. It was feared that, encumbered by the unwieldy monitor, the Kearsarge had met with disaster. Each ship was prepared for just the emergency which arose.

The Nantucket was equipped with coal, provisions, and all the supplies necessary to make an independent voyage, and when she parted with the Kearsarge, as it now appears she did during the storm, she was able to survive the tempest and meet the Kearsarge after the gale at the appointed place.

The fight with the waves off the Carolina coast was well made according to the report which came to the Navy Department to-day from Commander Crowninshield of the Kearsarge.

Those who know how unsuited to an open-sea trip is a monitor apppreciate the danger which surrounded Lieut. Hosley and his crew and how untiring must have been their efforts that the ship should be kept free of the water which must have literally poured over her unprotected deck. As it was, at one time there was six feet of water in the hold of the vessel, a fact which made the situation for those on board exceedingly critical.

Commander Crowninshield reports the need of repairs to the Nantucket, and orders were sent this afternoon by Assistant Secretary McAdoo to have the work done at the Norfolk yard without delay. The extent of the damage is not given in the dispatch sent by the Kearsarge's commanding officer, but is not thought to be of much moment. Both ships will again proceed to sea as soon as the repairs are completed, due regard being taken of the weather probabilities. The report of Commander Crowninshield is as follows:

UNITED STATES STEAMSHIP KEARSARGE,
NORFOLK, Va., Aug. 30.

I have the honor to report that, having sailed from New-York on Aug. 25 with the monitor Nantucket in tow of the Kearsarge, I parted company with that vessel on the night the 28th during a heavy southerly gale, the vessel at that time being twenty-five miles north-northeast from Cape Hatteras. The weather from the time of leaving New-York was fine up to the night of Sunday, the 27th, though a long swell from the south and east had been experienced almost continuously from the time of leaving Sandy Hook.

During Sunday night and early Monday the wind freshened from the southeast into a fresh gale, bringing a heavy strain on the two cables and causing the Nantucket to labor very much, at one time throwing her forefoot and overhang out of water and then throwing her forward part deep in the next sea, enormous masses of water going over her hull.

At 9 A. M. Monday the Nantucket made the following signal: "We are taking in water as fast as we can pump it out." At 12:26 P. M. the smaller of the two tow lines, an eight-inch hawser belonging to this ship, parted, leaving the ten-inch line remaining. As this was an excellent new line I was in hopes it would hold out until the gale abated, and to reduce the strain on it as much as possible I ran the Kearsarge's engines as slow as I could and keep steering way. In the face of the gale this required nearly our full power.

At 3:30 P. M. Monday, the 27th, the ten-inch line parted where it was clinched to the Nantucket's towing bridle.

The sea of Monday was very heavy, enormous masses of water going over the monitor every moment, the turret at times being completely out of sight in the foam and sheets of spray. On account of the gale and the sea it was difficult as well as dangerous to keep the vessels near each other.

I at once signaled the Nantucket that if we separated during the night we would rendezvous at Hampton Roads, though I modified this by a subsequent signal that if the weather and sea were fine the next morning to try and make for Cape Hatteras. During the first part of the night (Monday) we fired a green signal every hour, which was answered by the Nantucket. About 1 A. M. Tuesday we parted company from the Nantucket.

Tuesday morning the wind was still blowing a stiff gale, shifting to the south. Being unable to see anything of the Nantucket on Tuesday morning, I decided to run the Kearsarge on and off shore in parallel lines, about seven or eight miles apart, hoping thus to find the Nantucket. Tuesday night we contined working on and off to the northward, making night signals everywhere.

Wednesday morning I ran for Cape Henry, and when we were nearly up with the cape we sighted the Nantucket steaming slowly in. Every one on board the Kearsarge was greatly relieved to see her, as I had experienced grave doubts as to her safety.

I am informed by Lieut. Hosley, commanding the Nantucket, that enormous quantities of water found their way down her hatches, through her decks and hawse pipes. At one time she had as much as six feet of water in her hold, and only by great effort was she able to clear her bilges so as to pump it out. Lieut. Hosley informs me that the Nantucket will not be able to be taken to Wilmington until certain repairs are made to her. The Kearsarge is ready for service. Very respectfully,

A. S. CROWNINSHIELD, Commander.

LASHED TO THE RIGGING.

Captain's Wife and Crew of the Astoria Have a Terrible Experience.

BALTIMORE, Aug. 31.—A shipwrecked crew arrived in port this morning on the passenger steamer D. H. Miller of Baltimore.

It was the crew of the British ship Astoria. The vessel was caught in the hurricane off the coast of South Carolina. For twelve hours the members of the crew were lashed to the yards on the mizzenmast and almost despaired of touching land again.

The Astoria is a London ship and runs between Pensacola, Fla., and Queenstown, Ireland. Capt. E. R. Faulckner is her commander. She was loaded with yellow pine. The storm struck the ship Monday morning. Everything possible was done to save her, but the efforts of the crew were unavailing to keep out the water or manage the ship. She drifted before the gale a helpless wreck.

Huge waves dashed over her deck, sweeping everything overboard. Every moment it seemed that she would go down. The wind howled and tore through the rigging frightfully.

One of the crew was struck by a floating timber and his leg was crushed like a pipe stem.

Mrs. Faulckner, wife of the Captain, was on board. There was also a stewardess, a colored woman. The crew of twenty men abandoned all hope of saving the vessel, and bent all their efforts to save the lives of those on board.

The women and the sailor with the broken leg were taken up in the yards of the mizzenmast and lashed securely. Each sailor then went aloft also and lashed himself to the rigging.

All through the latter part of Monday afternoon they drifted helplessly before the blast, and when night settled down the dangers of the hurricane only increased.

At 2 o'clock Tuesday morning they were sighted by the D. H. Miller. But it was a task to launch a boat in that turbulent sea. One was lowered, however, and two trips were made to the Astoria. The little boat was thrown around like an eggshell, but it was kept afloat, and the Astoria's crew, thoroughly benumbed and exhausted, were rescued.

The Astoria is a hopeless wreck. She probably sunk soon after the crew was rescued. The loss on the ship will be about $40,000. The loss on the cargo is an equal amount.

Senator David B. Hill.

ALBANY, N. Y., Aug. 31.—United States Senator David B. Hill is at his villa residence here. He will remain over Sunday.

RULES WERE NOT OBEYED

NO TORPEDOES PLACED TO STOP THE ROCKAWAY TRAIN.

Further Testimony Before Coroner Brandon at the Inquest to Fix the Blame for the Long Island Railroad Collision —Signal Towers Not All Connected with Train Dispatcher's Office—Engineers Not Told of the Running of Special Trains —Signals that Couldn't Be Seen.

NEWTOWN, L. I., Aug. 31.—The inquest to fix the responsibility for the collision on the Long Island Railroad on Saturday night at Berlin was continued here to-day. The interest awakened by yesterday's revelations caused the room in the Town Hall, where the inquest was held, to be crowded.

The proceedings were somewhat facilitated by a map which had been made of the section of country around Block Towers Nos. 5 and 6, which are situated at either end of the curve on which the accident occurred. This map was placed on the wall and the witnesses were called upon to illustrate their testimony by reference to it.

William Smith, who saw the collision from the window of his father-in-law's house, was the first witness. His testimony was substantially the same as his story of the affair which has been printed in THE NEW-YORK TIMES. He was awakened from sleep, in his room in his father-in-law's house, by hearing the Manhattan Beach train stop in front of the house. He looked out. The train was in the block and standing still. A red light was showing. In about fifteen seconds the red light was changed to a white one. The Manhattan Beach train blew four whistles to recall the brakeman, who was supposed to go back to stop any other train which might approach. The train appeared to be waiting for him to return. Then it moved ahead. Almost immediately the signal turned red again, and looking up he saw the Rockaway Beach train bearing down on the other at a great rate of speed. He thought the Rockaway Beach train must have been at least 1,000 feet behind the Manhattan train when the second red light appeared.

Hugh O'Neil, the watchman at Habesman's tin factory, testified that he heard the Manhattan train stop, and came out to see what was the matter. The train stood still nearly two minutes. The danger signal was set. He could not see the light, but he knew it was so from the position of the arm. Then the signal changed and the train moved on.

Before the train was out of the block the Rockaway train crashed into it. After that he did not notice how the signal was arranged. There was a heavy fog at the time, but he thought the signal ought to have been seen. He did not notice any brakeman go back from the Manhattan Beach train when it stopped.

E. P. Finley, conductor of the Rockaway train, was asked by Coroner Brandon what were the rules relating to protecting a train which stopped. Finley produced a book of rules relating to the conduct of trainmen and read the one in reference to sending a brakeman back, the one as follows:

> When a train is stopped by a flagman or other cause a brakeman should be sent back a distance of three-quarters of a mile, or twenty-six telegraph poles, from his train, at which spot he shall place a torpedo on the track. Then he shall go a distance of one mile from the train, or thirty-six telegraph poles, where he shall place two torpedoes. He shall then return to his first position and stay there until recalled.

"Did you hear any explosion as if torpedoes had been placed on the track?" asked Coroner Brandon.

"No, I did not," answered Finley, "and there were none there, or I should have heard them."

Engineer Donaldson began his testimony by saying he was stopped at the scene of the accident by a red signal. He delayed about a minute. Then the signal was turned to white and he started ahead. It took longer than usual to start the train, as the tracks were slippery and it was up grade. He did not hear the Rockaway train whistle, and knew nothing of it until it ran into his train.

"What was your first intimation of danger?" asked District Attorney Fleming.

"I cannot say I had any. The crash was the first I knew that anything was wrong, then I kept right ahead. My first impulse was to stop, but my second was to go ahead as fast as possible, for I did not know what might be following me. I ran as far as Penny Bridge and then stopped. I concluded, however, to go on, and ran on to Long Island City with what was left of the train."

"What did you do when you first stopped?"

"The first thing I did was to blow five times for the brakeman to go to the rear."

"Did he go?"

"I don't know; I merely had to blow the whistle. I could not see whether he went or not. When I got the white light I gave the signal for him to come back. Then I started."

"How long after you called him in did you start?" asked the foreman of the jury.

"Almost immediately. I got my cue from my fireman, who got his signal from the rear of the train."

"How fast were you going when struck?"

"About five miles an hour."

"How near were you to the signal light before you saw it?"

"By leaning out of the cab I could see it when about eight car lengths away."

John Mull, conductor of the Manhattan Beach train, testified:

"We passed Bushwick Junction at 11:42, going toward Tower 6. There was a red ball against us, and as the train slowed up I went to the platform to look ahead. Just as I looked they pulled down the signal and we answered with two whistles and went ahead. When we reached Furman's curve there was another red signal, and we stopped. The engineer blew five times for the flagman to go back. Just as we stopped I stepped off and saw the flagman go back 200 yards. He kept on running east.

"When the white light showed I said to go ahead and then told Brakeman Finn to take the rear brakeman's place. The train slipped a great deal on the track and we had great difficulty in getting off. I got on the second car from the last and noticed the target was still white.

"Just as I got on I saw my other brakeman get on the rear platform. I went to the rear and asked him how he got back. He said he ran back when he got the signal and had time to reach the train during the time it was slipping along the track."

"How did the light show after you started?" was asked.

"It showed white till after I got on the train. After that I could not see it."

"How fast was the Rockaway train moving toward you?"

"Well, it is hard to tell, but the way that headlight moved around the curve could not have been less than thirty or thirty-five miles an hour."

James M. Magee, night train dispatcher at the Long Island station, described the duties of a train dispatcher. All block stations had not telegraphic communication with his office. Stations 5 and 6 had not.

He said that engineers were not informed of the running of special trains where the block system was used. He did not know what train it was that had preceded the Manhattan Beach train, as he had not looked it up.

Coroner Brandon adjourned the inquest until 2 o'clock to-morrow afternoon.

NEW-YORKERS MISSING TEN DAYS.

Men Giving the Names of N. J. Schloss and Charles Lawrence Disappear.

CAMDEN, N. J., Aug. 31.—Two men, giving their names as Louis Schloss of 653 Broadway and Charles Lawrence of 109 East Thirty-first Street, New-York, hired from Capt. Wilkins, the Cooper's Point yacht owner, his sixteen-foot catboat Rufus G. Wilkins Aug. 22 for a four days' cruise down the Delaware.

Capt. Wilkins has heard nothing since from his boat, and fears that it was either lost in the storm or the men have taken it to New-York.

At neither of the addresses given could any information be obtained as to the men last night.

N. J. Schloss is a dealer in boys' clothing at 653 Broadway. He lives at 85 East Seventy-ninth Street. His house is unoccupied, and the neighbors said last night that Mr. Schloss and his family are absent from the city for the Summer.

No one of the name of Charles Lawrence lives at, or is known at, 109 East Thirty-first Street.

Steamer Yemassee Safe at Charleston.

AUGUSTA, Ga., Aug. 31.—News received from Charleston to-night states that the steamship Yemassee of the Clyde Line, which left New-York Saturday and has been due at Charleston since Monday, arrived there to-day.

The steamer escaped the storm, and was only delayed on account of her engine breaking down just after leaving New-York.

Steamship El Paso Safe.

NEW-ORLEANS, Aug. 31.—The Southern Pacific Steamship El Paso, Gardner master, arrived in port at 5 o'clock this evening, seven days out from New-York and two days overdue. She was loaded with a general cargo to her fullest capacity.

FOR WAKEFULNESS
Use Horsford's Acid Phosphate.

Dr. J. C. Row, Haverhill, Mass., says: "I have seen great benefit from the steady use of this preparation, in cases of chronic wakefulness."

Protected from Death.

AUG. 31.—No insurance company can do quite this; but in its Extension Full Indemnity Policy, The United States Mutual Accident Association offers the best possible indemnity for pecuniary loss from personal accident, including fatal injuries resulting from sunstroke, lifting, freezing, gas, poison, somnambulism, or choking in swallowing—a class of casualties covered by no other accident policy.

It is the broadest accident policy ever issued.

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320, 322, AND 324 BROADWAY, NEW-YORK.

CHARLES B. PEET, President. JAMES R. PITCHER, General Manager.

MARINE INTELLIGENCE.

Miniature Almanac—This Day.

Sun rises...5 27 | Sun sets....6 33 | Moon rises..9 19 P M

HIGH WATER TO-DAY.

Sandy H'k.	Gov. Isl.	Hell Gate.
A M 11 22	A M 11 46	P M 1 39
P M 11 52	P M 11 52	A M 1 45

LOW WATER TO-DAY.

Sandy H'k.	Gov. Isl.	Hell Gate.
A M 5 04	A M 5 37	P M 7 05
P M 5 41	P M 6 20	P M 7 48

Outgoing Steamships.

TO-DAY, (FRIDAY,) SEPT. 1.	Mails Close.	Vessels Sail.
Algonquin, Charleston	......	3:00 P M
Andes, Gonaives	11:00 A M	1:00 P M
Coleridge, Pernambuco	10:30 A M	1:30 P M
SATURDAY, SEPT. 2.		
Alaska, Liverpool	......	10:30 A M
Anchoria, Glasgow	8:00 A M	10:00 A M
Campania, Liverpool	6:30 A M	10:00 A M
City of Augusta, Savannah	......	3:00 P M
Elbe, Bremen	6:30 A M	10:00 A M
La Bourgogne, Havre	5:30 A M	9:00 A M
Orizaba, Havana	11:00 A M	1:00 P M
Spaarndam, Rotterdam	7:30 A M	9:30 A M
Wieland, Hamburg	......	10:00 A M
TUESDAY, SEPT. 5.		
Aller, Bremen	......	6:00 A M
Gallia, Liverpool	......	1:00 P M
WEDNESDAY, SEPT. 6.		
Caracas, La Guayra	......	1:00 P M
Germanic, Liverpool	......	2:00 P M
Madiana, St. Thomas	......	2:00 P M
Paris, Southampton	......	2:00 P M
Waesland, Antwerp	......	2:00 P M

Incoming Steamships.

DUE TO-DAY, (FRIDAY,) SEPT. 1.—Augusta Victoria, Hamburg, Aug. 24; Bermuda, St. Croix, Aug. 22; City of Rome, Glasgow, Aug. 24; Germanic, Liverpool, Aug. 18.

SATURDAY, SEPT. 2.—Colorado, Hull, Aug. 19; Newport, Colon, Aug. 25; Paris, Southampton, Aug. 26; Persian Monarch, London, Aug. 19; Umbria, Liverpool, Aug. 26; Wells City, Swansea, Aug. 19.

SUNDAY, SEPT. 3.—Chateau Lafitte, Bordeaux, Aug. 21; La Champagne, Havre, Aug. 26; Manitoba, London, Aug. 22; Werra, Gibraltar, Aug. 25.

MONDAY, SEPT. 4.—Saale, Bremen, Aug. 26; Saratoga, Havana, Aug. 31; Tauric, Liverpool, Aug. 25; Veendam, Rotterdam, Aug. 23.

TUESDAY, SEPT. 5.—Alene, Kingston, Aug. 31; America, Bremen, Aug. 25; Friesland, Antwerp, Aug. 26; La Normandie, Havre, Aug. 28.

WEDNESDAY, SEPT. 6.—America, London, Aug. 24; California, Gibraltar, Aug. 23; Majestic, Liverpool, Aug. 30; Spree, Bremen, Aug. 29; Yumuri, Havana, Sept. 2.

Arrived—New-York Thursday, Aug 31.

SS Didam, (Dutch,) De Vries, Rotterdam Aug. 19, with mdse. and passengers to Funch, Edye & Co. Arrived at the Bar at 4 P M.

SS Aller, (Ger.,) Christoffers, Bremen and Southampton Aug. 22, with mdse and passengers to Oelrichs & Co. Arrived at the Bar at 6 48 A M.

SS Old Dominion, Walker, Richmond and Norfolk, with mdse and passengers to Old Dominion Steamship Company.

SS Gallia, (Br.,) Williams, Liverpool Aug. 23 via Queenstown, with mdse. and passengers to Vernon H. Brown & Co. Arrived at the Bar at 11 16 A M.

SS Croma, (Br.,) Lord, Newcastle Aug. 15, and Dundee, with mdse and passengers to Simpson, Spence & Young. Arrived at the Bar at 2 P M.

SS Fulton, (Norw.,) Jacobsen, Gibara 5 ds, with fruit to Bonel, Tur & Co. Arrived at the Bar at 1 30 P M.

SS El Sud, Higgins, New-Orleans, with mdse to J. T. Van Sickle.

SS Henry Dumois, (Norw.,) Bugge, Baracoa 4 ds, with fruit to H. Dumois & Co. Arrived at the Bar at noon.

SS Manhattan, Bragg, Portland, with mdse and passengers to Horatio Hall.

SS St. Ronans, (Br.,) Milestone, Liverpool Aug. 19 with mdse to C. P. Sumner & Co. Arrived at the Bar at 9 A M.

SS H. F. Dimock, Coleman, Boston, with mdse to H. F. Dimock.

SS Glenmavis, (Br.,) Wallace, Tilt Cove, N. F., with copper ore to American Metal Co.—vessel to order. Arrived at the Bar at 8 P M 30th.

WIND—9 30 P M. at Sandy Hook, light, W, light breeze, cloudy and hazy.

Sailed.

SS George W. Clyde, for Turk's Island; Rotterdam, for Rotterdam; Columbia, for Hamburg; Dresden, for Baltimore; Olinda, for Lisboa via Azores; State of Nebraska, for Glasgow; Niagara, for Cienfuegos, &c.; Guyandotte, for Norfolk and Newport News.

Ship Fidelio, for Philadelphia.

Italian men-of-war Vittorie Emanuele, Amerigo Vespucci, Flavio Gioia, for Leghorn, Italy.

By way of Long Island Sound:

SS Cottage City, for Portland.

By Cable.

LONDON, Aug. 31.—White Star Line SS Britannic, Capt. Smith, from New-York for Liverpool, passed Brow Head at 10 30 A M to-day.

Hamburg-American Line SS Fürst Bismarck, Capt. Albers, from New-York for Hamburg, passed the Scilly Islands at 5 50 A M to-day.

SS La Campine, (Dutch,) Capt. Markschlager, from Antwerp for New-York, passed Dover yesterday.

SS Benlomond, (Br.,) Capt. Thomson, from China and Japan for New-York, passed Gibraltar to-day.

White Star Line SS Cufic, Capt. Smith, from New-York Aug. 21 for Liverpool, passed Kinsale to-day.

SS Martha, (Ger.,) Capt. Sparling, from New-York Aug. 17 for Stockton, passed the Lizard to-day.

SS St. Enoch, (Br.,) Capt. Campbell, from New-York Aug. 18 for Liverpool, passed Brow Head to-day.

SS Schiedam, (Dutch,) Capt. Brouwer, from New-York Aug. 16 for Amsterdam, passed the Scilly Islands to-day.

SS British Prince (Br.) sld. from Denia for New-York Aug. 26.

SS Norge, (Dan.,) Capt. Knudsen, sld. from Copenhagen for New-York Aug. 29.

SS Evelyn (Br.) sld. from Hartlepool for New-York yesterday.

SS Peterston (Br.) sld. from Sunderland for New-York yesterday.

SS Suez (Br.) sld. from Huelva for New-York Aug. 29.

SS Delaware, (Br.,) Capt. Thomas, sld. from London for New-York to-day.

SS Energie, (Ger.,) Capt. Kulhmann, from New-York Aug. 9, arr. at Swinemunde Aug. 28.

SS Marengo, (Br.,) Capt. Bingham, from New-York Aug. 12 via Deptford, arr. at Shields Aug. 29.

SS Galileo, (Belg.,) Capt. Braithwaite, from New-York Aug. 15, arr. at Pernambuco yesterday.

SS Othello, (Br.,) Capt. Jones, from New-York Aug. 13, arr. at Antwerp yesterday.

SS Castle Eden, (Br.,) Capt. Shadwick, from New-York Aug. 16, arr. at Bristol to-day.

SS Massachusetts, (Br.,) Capt. Becquet, from New-York Aug. 19, arr. at London to-day.

BREMEN, Aug. 31.—North German Lloyd SS Lahn, Capt. Hellmers, from New-York via Southampton, arr. here at 9 P M yesterday.

ANTWERP, Aug. 31.—Red Star Line SS Belgenland, Capt. Knoff, sld. hence for New-York yesterday and passed Flushing at 7 30 P M.

QUEENSTOWN, Aug. 31.—White Star Line SS Majestic, Capt. Parsell, sld. hence for New-York at 1 30 P M to-day.

THE WEATHER

WASHINGTON, Aug. 31—8 P. M.—Forecast for Friday:

For *New-England*, southerly winds, fair, except light rain on the southern coast by Friday night.

For the *District of Columbia, EASTERN NEW-YORK, Eastern Pennsylvania, New-Jersey, Maryland, Delaware*, and *Virginia*, easterly winds, fair in the interior, light rains on the coast.

For *North Carolina, South Carolina, Georgia*, and *Eastern Florida*, northeast winds and light rain. For *Eastern Texas*, northeast winds, brisk on the coast, fair, followed by rain Friday night, preceding a storm centre moving northward from the Gulf. For *Arkansas, Indian Territory, Oklahoma, Missouri, Kansas*, and *Colorado*, variable winds, generally fair weather.

The following shows the changes in the temperature for the past twenty-four hours in comparison with the same date of last year, as indicated by the thermometer at Hudnut's pharmacy, 218 Broadway:

	1892.	1893.		1892.	1893.
3 A. M.	71°	68°	3:30 P. M.	79°	75°
6 A. M.	73°	62°	6 P. M.	77°	75°
9 A. M.	77°	67°	9 P. M.	72°	71°
12 M.	80°	74°	12 P. M.	68°	69°

Average temperature yesterday..................69⅜°
Average for same date last year..................74⅝°
Average for same date last fifteen years..........70⅜°

"WORTH A GUINEA A BOX."

BEECHAM'S PILLS

(Tasteless—Effectual.)

FOR ALL

BILIOUS and NERVOUS DISORDERS.

Such as Sick Headache, Wind and Pain in the Stomach, Giddiness, Fullness, Swelling after Meals, Dizziness, Drowsiness, Chills, Flushings of Heat, Loss of Appetite, Shortness of Breath, Costiveness, Scurvy, Blotches on the Skin, Disturbed Sleep, Frightful Dreams, All Nervous and Trembling Sensations, and Irregularities Incidental to Ladies.

Covered with a Tasteless and Soluble Coating.

Of all druggists. Price 25 cents a Box.

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COSTAR'S EXTERMINATORS DESTROY roaches, bedbugs, ants, rats, mice, fleas, lice, cockroaches, waterbugs; infallible remedies; sixty years; not poisonous; not dangerous using; kills in single night. Stores refusing order direct 40 Clinton Place.

A FAST MILE BY NANCY HANKS

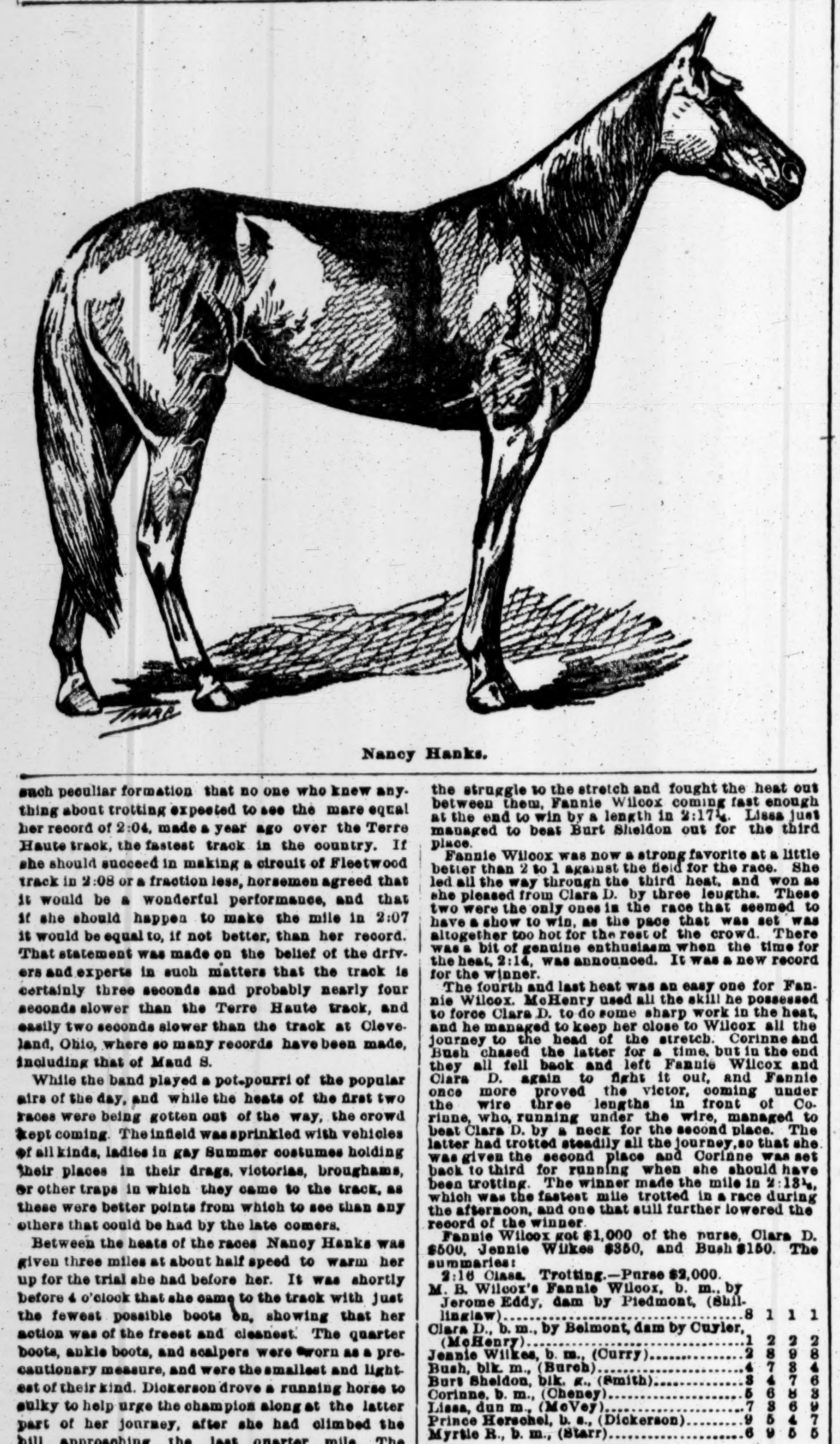
SHE TROTS OVER THE FLEETWOOD TRACK IN 2.06 3-4.

Nancy's Fastest Mile Thus Far This Year—It Beats the Record for the Track by Three Seconds—Ten Thousand People See What Horsemen Say Was the Greatest Performance Ever Made in Harness—A Marvelous Trial Made Without a Break or a Skip.

Nancy Hanks, the holder of the world's trotting record, and her trainer and driver, Budd Doble, had a reception at the Fleetwood trotting track yesterday such as so grand a piece of horseflesh and so capable a reinsman richly deserved. No such crowd has been at the track since the memorable day on which Jay Eye See and St. Julien tried conclusions over the course, with disastrous results to the latter.

Fully 10,000 people were at the track to see the famous mare and her equally famous driver. The clubhouse and both grand stands were packed to a most uncomfortable degree and the crowd surged over on the lawns and into the infield to try and find points of vantage from which they could see the performance of the famous mare. The fact that Domino and Dobbins were to meet at Sheepshead Bay kept many from the track, but there was still enough of a crowd to warrant the belief that there was about to take place a revival of the interest in the racing of the light harness horse in this vicinity.

The day was a perfect one for Nancy Hanks's trial against time, and the track was in as good condition as it was possible to have it. It is a track of



Nancy Hanks.

such peculiar formation that no one who knew anything about trotting expected to see the mare equal her record of 2:04, made a year ago over the Terre Haute track, the fastest track in the country. If she should succeed in making a circuit of Fleetwood track in 2:08 or a fraction less, horsemen agreed that it would be a wonderful performance, and that if she should happen to make the mile in 2:07 it would be equal to, if not better, than her record. That statement was made on the belief of the drivers and experts in such matters that the track is certainly three seconds and probably nearly four seconds slower than the Terre Haute track, and easily two seconds slower than the track at Cleveland, Ohio, where so many records have been made, including that of Maud S.

While the band played a pot-pourri of the popular airs of the day, and while the heats of the first two races were being gotten out of the way, the crowd kept coming. The infield was sprinkled with vehicles of all kinds, ladies in gay Summer costumes holding their places in their drags, victorias, broughams, or other traps in which they came to the track, as these were better points from which to see than any others that could be had by the late comers.

Between the heats of the races Nancy Hanks was given three miles at about half speed to warm her up for the trial she had before her. It was shortly before 4 o'clock that she came to the track with just the fewest possible boots on, showing that her action was of the freest and cleanest. The quarter boots, ankle boots, and scalpers were worn as a precautionary measure, and were the smallest and lightest of their kind. Dickerson drove a running horse to sulky to help urge the champion along at the latter part of her journey, after she had climbed the hill approaching the last quarter mile. The mare looked a perfect picture of health. Her brown skin shone like satin in the sun. Her eyes glistened as she nodded her head at the assembled thousands in response to the applause that welcomed her when she came to the stand for a formal introduction to the crowd. That introduction was made by Samuel W. McMillan, President of the Driving Club of New-York.

The announcement was made that the great mare would be driven to beat the record for the track, 2:09¾, made on Wednesday afternoon by Directum. That it was certain she would be able to do, but it was out of the question that she should, at Fleetwood, beat the record of 2:04, which she has to her credit. She was going to trot just as fast as she was able, of course, but the mark was made one within the range of possibilities rather than to shoot at a target that was out of range. Given a good track, she would in all probability have lowered her record yesterday, for her action was absolute perfection, and she moved like a machine that was accuracy itself.

At 4 o'clock Budd Doble came sweeping up the stretch and nodded to President McMillan for the word which would set the watches of the timers in motion and mark the beginning of a task that was hard enough of accomplishment for any horse but a champion. Dickerson followed the beautiful mare with his runner. Nancy scored up steadily and Doble nodded his head.

"Go!" shouted President McMillan.

A thousand watches clicked as the mare shot under the wire, and the trial against the old scythe bearer was under way. Steadily and carefully Nancy moved up to and around the first turn of the track, and as she straightened out for the long run down the hill the crowd breathed a sigh of relief, for the first dangerous point on the track was passed in safety. She had straight work ahead of her then, and she had negotiated the turn with perfect freedom and without in the least interfering with the steadiness of the tattoo that her hoofs were playing on the hard track under her. The runner was a dozen lengths behind her and going at a fast clip to be near her, so as to render help, if necessary, by urging her on a bit as a fictitious competitor. But Nancy was eminently on her good behavior. She needed no assistance to make her show at her best. She was full of trot. And so she swung by the first quarter pole, and the split-second watches that were accurate all showed that the quarter pole had been passed in 0:31½.

Doble sat perfectly motionless in the sulky. He had nothing to do to make the mare move at her highest rate of speed. He had only to hold her a bit and keep her steady and from wavering. Her dainty feet struck surely and steadily as she went on her journey, and she was seemingly enjoying to the utmost her battle against the hourglass and the chronometer. It was a steadying rather than an urging hand that was needed with her. Her space-devouring stride brought her past the poles which marked the half-mile in 1:02½.

"She will knock the spots out of 2:08!" screamed the enthusiasts, who were watching every stride and noticed that at the half she was fairly flying over the ground.

She had now reached the hill that she had to climb and the crucial part of the journey over the track for any horse. She went at it as if climbing a hill was one of her favorite amusements every morning before breakfast. There was no hesitancy on the part of the horse, though Doble apparently took a firmer grip on the lines as if fearful that she might make a mistake at this part of the journey. But it was not Nancy Hanks's day for mistakes. Dickerson crept up a bit closer with the runner and gave her a chance to hear that there was something behind her that was going to try to overtake her. He was but two lengths away when the pair passed the Point of Rocks, and was only a length away at the steepest part of the route, where the pole marking the three-quarters of a mile was situated. A thousand watches clicked, and then there arose a shout from the holders of the watches, for these told them that she had made the three-quarters in 1:34½, and that all speculations as to her time were to be beaten.

The last of the hard spots of the track, the final turn into the home stretch, was made, and then to the end she was gently urged to do her very utmost. She answered the call on her in the gamest possible fashion. There was no faltering. The dainty feet rose and fell as regularly as ever feet of a horse moved, and there was absolutely poetry in the motion. She moved the last eighth as if she really had a rival in the runner whose hoof beats she could hear close to her, and the gameness of the mare was thus made apparent as she swung her head to and fro as much as to say: "You will never catch me, young man, and you might as well give up trying." It was in this dogged sort of fashion that she rushed through the stretch and under the wire and ended her best performance this year, and as good, if not a better one, than the mare had ever made in her life. The time was 2:06¾, and when that was announced as the official time of the trial there was a shout from the crowd that was one of the wildest enthusiasm.

Everyone was satisfied with the performance and horsemen were universally of the opinion that the mile they had just seen trotted was by far the best that had ever been made by any horse in the world, even excelling the performance of the mare herself when she made the record at Terre Haute. Doble was congratulated on all sides and was astonished that he should have been able to drive the mare so fast over a track that was so illy adapted to record-breaking performances. It was a second faster than he had expected Nancy could go the route in, and he was in unison with those who said that the mare was a better horse yesterday than she ever was in her life. That she will beat her best previous record when she gets to Chicago next week seems to be conceded on all sides. It is also conceded by the trainers that the performance over the track was the best ever made by Nancy Hanks, as they claimed it was equivalent to 2:03½ over a track like that at Terre Haute.

That the crowd at the track were satisfied was perfectly apparent from the applause that greeted the performance and the performers. They expected nothing so good, and so were not disappointed with what they did see, save in a pleasurable way. Old horsemen were simply pleased beyond any measure. By them, Aug. 31, 1893, will always be remembered as one of the red letter days of their existence.

THE 2:16 RACE.

The first of the races to be called was that for the 2:16 class of trotters. For the purse of $2,000, there was a field of nine, and the favorite in the speculation was the final winner of the race, Fannie Wilcox, a daughter of Jerome Eddy, and having a record of 2:15, made since she was named for the race. In one of the pools she sold for $300, Corrinne selling for $150, Prince Herschel for $100, Clara D. for $50, Myrtle R. for $35, and the field for $150.

Myrtle R. had the pole in the first heat, but this did her very little good, for when the horses got the word, after scoring a number of times, both Jennie Wilkes and Clara D. headed her and began a race for the lead. In this struggle Clara D. was successful, and she drew out and was a fair leader until after the half-mile pole was passed. At that point Jennie Wilkes came up alongside, and the pair raced like a team to the head of the stretch. In the brush to the wire Clara B. outfooted the other mare and managed to win the heat by a length in 2:18¼, which proved to be the slowest heat of the race. The favorite, who broke early in the trial, was "laid up" for the heat and was next to the last to finish.

Fannie Wilcox was on her good behavior after this heat. With Clara D., the choice in the pools at $50, she sold in the field at $100 before the second heat. Jennie Wilkes joined issue with Clara D. as soon as the horses got the word, and they led the procession around to the quarter pole. Fannie Wilcox, Lissa, and Burt Sheldon trotted along contentedly in a bunch behind, and the rest seemed to be beaten off and have no chance of being near the leaders at the finish. Clara D. and Fannie Wilcox were so much faster than the rest that they walked away from them in the struggle to the stretch and fought the heat out between them, Fannie Wilcox coming fast enough at the end to win by a length in 2:17¼. Lissa just managed to beat Burt Sheldon out for the third place.

Fannie Wilcox was now a strong favorite at a little better than 2 to 1 against the field for the race. She led all the way through the third heat, and won as she pleased from Clara D. by three lengths. These two were the only ones in the race that seemed to have a show to win, as the pace that was set was altogether too hot for the rest of the crowd. There was a bit of genuine enthusiasm when the time for the heat, 2:14, was announced. It was a new record for the winner.

The fourth and last heat was an easy one for Fannie Wilcox. McHenry used all the skill he possessed to force Clara D. to do some sharp work in the heat, and he managed to keep her close to Wilcox all the journey to the head of the stretch. Corinne and Bush chased the latter for a time, but in the end they all fell back and left Fannie Wilcox and Clara D. again to fight it out, and Fannie once more proved the victor, coming under the wire three lengths in front of Corinne, who, running under the wire, managed to beat Clara D. by a neck for the second place. The latter had trotted steadily all the journey, so that she was given the second place and Corinne was set back to third for running when she should have been trotting. The winner made the mile in 2:13¼, which was the fastest mile trotted in a race during the afternoon, and one that still further lowered the record of the winner.

Fannie Wilcox got $1,000 of the purse, Clara D. $500, Jennie Wilkes $350, and Bush $150. The summaries:

2:16 Class. Trotting.—Purse $2,000.

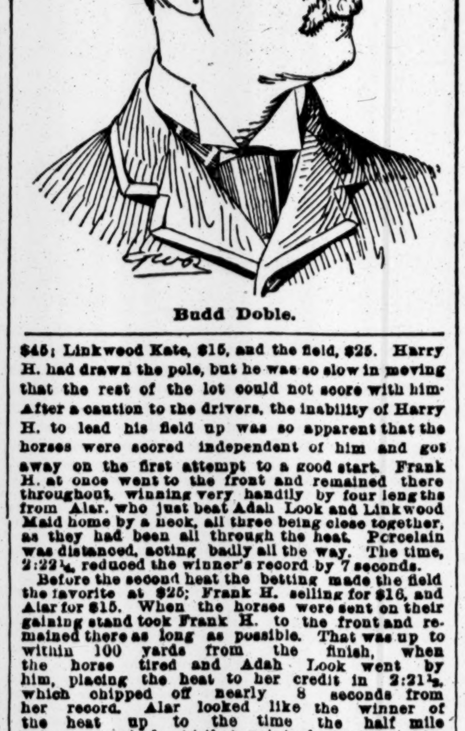
M. B. Wilcox's Fannie Wilcox, b. m., by Jerome Eddy, dam by Piedmont, (Shillinglaw)	8	1	1	1
Clara D., b. m., by Belmont, dam by Cuyler, (McHenry)	1	2	2	2
Jennie Wilkes, b. m., (Curry)	2	8	9	8
Bush, blk. m., (Burch)	4	7	3	4
Burt Sheldon, blk. g., (Smith)	3	4	7	6
Corinne, b. m., (Cheney)	5	6	8	3
Lissa, dun m., (McVey)	7	3	6	9
Prince Herschel, b. s., (Dickerson)	9	5	4	7
Myrtle R., b. m., (Starr)	6	9	5	5

TIME:

	Quarter.	Half.	Three Quarter.	Mile.
First heat	0:34¾	1:07¾	1:43	2:18¼
Second heat	0:34½	1:08½	1:43	2:17¼
Third heat	0:33¾	1:06½	1:39¾	2:14
Fourth heat	0:33	1:06	1:39½	2:13¼

THE 2:30 CLASS.

Eight of the nine horses entered for the 2:30 class trot started in the opening heat of the race. A sample pool before the heat was: Alar, $50; Adah Look, $45; Linkwood Kate, $15, and the field, $25. Harry H. had drawn the pole, but he was so slow in moving that the rest of the lot could not score with him. After a caution to the drivers, the inability of Harry H. to lead his field up was so apparent that the horses were scored independent of him and got away on the first attempt to a good start. Frank H. at once went to the front and remained there throughout, winning very handily by four lengths from Alar, who just beat Adah Look and Linkwood Maid home by a neck, all three being close together, as they had been all through the heat. Porcelain was distanced, acting badly all the way. The time, 2:22¼, reduced the winner's record by 7 seconds.



Budd Doble.

Before the second heat the betting made the field the favorite at $25; Frank H. selling for $16, and Alar for $15. When the horses were sent on their gaining stand took Frank H. to the front and remained there as long as possible. That was up to within 100 yards from the finish, when the horse tired and Adah Look went by him, placing the heat to her credit in 2:21½, which chipped off nearly 8 seconds from her record. Alar looked like the winner of the heat up to the time the half mile pole was reached. At that point she broke, and by the time Martin had got her down to her stride again she had fallen back to second place. But once in her stride, she trotted level and fast, and managed to finish a very fair third, Adah Look winning by a length from Frank H., with Alar two lengths further back.

Before the third heat Adah Look was sold as choice at $50, with $15 only bid for the field against her. Harry H. had pulled up lame at the end of the previous heat, and was drawn before this one was started. Frank H. seemed to have got his second wind in this heat, for he quickly took the lead from Adah Look, who broke at the quarter pole, and held it to the finish, winning in a canter from Alar by a length, the latter making a strong bid for the heat. Swerving just at the finish she, had to be content with the second honors, however. Adah Look, owing to the break early in the heat, could do no better than finish in third place.

With Frank H. a hot favorite over the field before the fourth heat, there came a complete reversal of results which surprised the talent. Alar got the heat and a record of 2:22¼, thanks to the fact that Frank H., who had led up to that point, broke badly while coming up the hill near the Point of Rocks, and just before the three-quarter mile pole was reached. Alar had made a bad break just a half mile further back, and but a quarter of a mile from the start. It looked then as if she would never be a factor in the heat. But she steadied down quickly, moved rapidly up from the fourth place, to which she had fallen, behind Adah Look and Linkwood Kate, and was a good second when Frank H. made the break that lost him the heat. From that point on Alar moved freely and speedily, and won as she pleased in a dog trot from Linkwood Kate, who just beat Adah Look out for second honors. Frank H. was a poor fourth.

Aristotle was drawn before the fifth heat, and Alar became favorite in the pools at $50 to $30 for the field. The confidence in her ability to win the heat was not misplaced, for she did the trick. But her chances at one time were not of the rosiest. At the first quarter she broke and gave Frank H. a chance to get the pole, and allowed both Linkwood Kate and Adah Look to pass her. But she steadied down on the backstretch, and, moving freely, was in the bunch and fighting for the lead when the lot passed the Point of Rocks. At the three-quarter pole she had caught Frank H., and she trotted so fast thereafter as to carry him to a break in the stretch. Then she came on and beat him home by a length and a half, and so made a sixth heat necessary.

This left but three starters, Linkwood Kate and Phalen being sent to the stable under the rules for not having won a heat in the five that had been trotted. Alar won this decisive heat with very little trouble, though for a short distance on the back stretch she was headed by Frank H. But she caught the latter when her driver asked her to, and won the heat and the race by an open length.

The summary:

2:30 Class.—Trotting; purse $1,000.

F. P. Olcott's br. m. Alar, by Alcantara, dam by Knickerbocker, (Martin)	2	3	2	1	1	1
Frank H., b. s., by Highland Grey, (Hand)	1	2	1	4	2	2
Adah Look, b. m., by Look, (Gallagher)	3	1	3	3	3	3
Linkwood Kate, b. m., (Meginniss)	4	4	5	2	5ro.	
Phalen, blk. g., (McDonald)	5	5	4	5	4ro.	
Aristotle, br. s., (Porter)	6	6	6	6	dr.	
Harry H., br. g., (Keach)	7	7	dr.			
Porcelain, b. g., (Carey)	dis.					

TIME.

	Quarter.	Half.	Three Quarters.	Mile.
First heat	0:35	1:09	1:45	2:22½
Second heat	0:34	1:07¾	1:44¾	2:21½
Third heat	0:35	1:09	1:45	2:21½
Fourth heat	0:34¾	1:08½	1:45	2:22¼
Fifth heat	0:33¾	1:09¼	1:46½	2:23¼
Sixth heat	0:35	1:10	1:47½	2:24¾

FREE-FOR-ALL PACING.

Major Wonder was scratched out of the free-for-all race for the pacers, which was the last event on the card. That left but five to go, and of these Blue Sign was the favorite in the first of the pools that were sold, with Manager and Roy Wilkes selling as alternate second and third choices and Flying Jib the next in demand. Blue Sign, who had drawn the pole, was on his bad behavior as usual, and there was a lot of trouble in scoring, as he had to get nearly a quarter of a mile headway before he could move steadily. The horses were finally sent away for the first heat with him four lengths behind the rest of the party. His driver, however, nodded for the word, and so he took his chances with the field. Roy Wilkes served as the pacemaker for the party of fast ones behind him, and he shot away at a high rate of speed as if he would pull the driver out of the sulky. Flying Jib caught him at the half-mile pole, and they went away in front of the party until the last quarter pole had been passed. Then as the horses headed for the home stretch, Kelly let out a link and Flying Jib went by Roy Wilkes as if he spurned the ground the latter was pacing over, and won the heat by three lengths in 2:09. Blue Sign, who had paced steadily all the way round, managed to land in the third place.

In spite of the victory of the Californian, Manager was made the favorite in the pools sold before the second heat at $50 to $30 for the field. But Manager was not able to do what was expected of him. He made a game race against Flying Jib, and for a time the two raced together head and head. Doble used all the persuasive power he had to get Manager home in front, but Flying Jib lasted long enough to get first under the wire by a scant length in 2:07¾. The pair were ten lengths in front of Blue Sign, who, in spite of the fact that he threw a shoe, finished in third place. Roy Wilkes acted very unsteadily in this heat, making a bad break just after the first quarter pole was passed, which sent him hopelessly to the rear, where he finished in company with Vitello.

After Blue Sign had had a new shoe placed he came out for the third heat and acted better than in either of the two previously paced. He was steady from the start and managed to score up with the others so that he had an even chance from the outset. But his driver lay well back with him for the first three-quarters of a mile, allowing Flying Jib and Manager to fight it out between them at top speed. The result was that Blue Sign caught them both very tired when they came into the stretch, and neither was able to stall off the rush that he made just at the finish, a rush that landed him the winner of the heat by a length from Manager, who just beat Flying Jib out for the second place.

It had grown so dark at the end of this heat that the decision of the race was postponed until 1 o'clock this afternoon. The summary:

Free-for-all pace.—Purse, $2,000; unfinished.

Flying Jib, b. g., by Algona, dam by Middletown, (Kelly)	1	1	3
Blue Sign, b. g., by Ensign, (Dougherty)	3	3	1
Manager, gr. s., (Doble)	4	2	2
Roy Wilkes, br. s., (Davis)	2	4	5
Vitello, blk. s., (Bever)	5	5	4

TIME.

	Quarter.	Half.	Three Quarters.	Mile.
First heat	0:31¾	1:03¾	1:36¼	2:09
Second heat	0:32	1:03¼	1:34¾	2:07¾
Third heat	0:32	1:03	1:35	2:09

THE CARD FOR TO-DAY.

The Big Pacing Event to be Finished and the Hartford Purse Trotted for.

The card for to-day has the unfinished free-for-all pace, which should be won by Flying Jib, who will have all the advantage of a night's rest. The two heats that he won yesterday from Roy Wilkes and Manager tired the fast side wheeler from California, his second heat in 2:07¾ being equal to any heat he has ever paced, considering the nature of the track, which, while a good one for trotters, is not so well suited to pacers.

The first event on the regular programme for today should furnish a rattling good race, six of the best three-year-olds in training being entered to start in the $10,000 Hartford Purse, for trotters of that age. Unkamet got a record last year of 2:27¾, and he will be driven by the clever reinsman, "Ed" Bither, who drove Jay-Eye-See to his record. Unkamet is the only two-year-old in the 2:30 list which was got by a two-year-old colt out of a two-year-old filly. Sabledale, a bay filly by Sable Wilkes, is the fast youngster that John Goldsmith bought at the late Corbett sale, remarking as she was knocked down to him: "She is the fastest thing I ever drove while I was at San Mateo." Margrave, by Baron Wilkes, has a great reputation. He is in Doble's string, and will be driven by John Dickerson. Frou Frou, yearling champion, 2:25¼, is also entered. Pathwood, entered by W. D. Althouse of Philadelphia, owner of William Penn, (2,) 2:18½, is a dark horse, very little being known about him. Double Cross is a stable companion to Sabledale in Goldsmith's string, but is the nomination of the San Mateo Stock Farm. This rich stake was won by the filly Belleflower last year, Trevillian, who started favorite, winning the first heat in 2:18¼. Belleflower's time was 2:16½, 2:18¼, 2:20½.

Charley Green, a Fleetwood trained gelding, will probably start favorite for the 2:24 trot. He has shown a trial at Fleetwood in 2:15½. Brownie, another home product, is a recent winner, and has trotted the Fleetwood track in 2:18¾; but the field will be a strong one. Shuler has a good one in King Princeps; the veteran Von Volkenburg has two good ones to select from, Jesse Sheridan, winner of the six-heat race at Poughkeepsie last week, and Enigma, also a winner at Poughkeepsie, his second heat in 2:20 being won well within his limit. If Enigma starts in place of Jessie Sheridan, either he or Brownie should win.

There are twelve eligible to start in the Realization Purse, $2,000, for four-year-olds, and, on recent public form, Rupert Gillig, Somerset, or Billy Wilton should about do the trick.

SEPT. 1—HARTFORD PURSE, $10,000—THREE-YEAR-OLD CLASS.

W. R. Allen, Pittsfield, Mass.—Ch. c. Unkamet, by Lancelot.

W. D. Althouse, Philadelphia—B. f. Pathwood, by Woodnut.

San Mateo Stock Farm—B. m. Sabledale, by Sable Wilkes; Vixen, by Nutwood, and blk. f. Doublecross, by Sable Wilkes.

Dr. S. C. Schwarz, Canton, Ohio—Bn. c. Margrave, by Baron Wilkes.

Valensin Stock Farm, Pleasanton, Cal.—Ch. f. Frou Frou, by Sidney.

PURSE $1,500—2:24 CLASS.

V. L. Shuler, Minneapolis, Minn.—B. h. King Princeps, by Princeps.

St. Lawrence Stock Farm, Canton, N. Y.—Blk. f. Enigma, by Shermont, by Victor, and b. m. Jessie Sheridan, by Elial G., Jr., by Phil Sheridan.

S. Hodgson, Meredith, N. H.—B. m. Mischief, by Mamorino Wilkes.

A. P. McDonald, Albany, N. Y.—Blk. h. Robert M. Taylor, by Alcantara.

J. Poag, Toledo, Ohio—Prince Henry, by Zochan Chief.

A. Fowler, Fleetwood Park—Blk. g. Brownie, by Wilkes.

M. Sullivan, New-York City—Ch. g. Charley Green, by Prator-Magna Mater.

C. M. Devine, White Plains, N. Y.—B. h. Daconis, and rn. m. Minnie G.

D. B. Herrington, Poughkeepsie, N. Y.—Br. m. Miss Wilton, by Wilton-Miss Lane, and b. m. Bessie Burten, by Nutwood-Motto.

Montevideo Stock Farm, Great Barrington, Mass.—B. h. Lexington Boy.

L. Briggs, Rochester, N. Y.—B. g. George.

Suburban Stock Farm, Glens Falls, N. Y.—Ch. h. Byron McGregor.

A. St. Germain, Montreal, Canada—B. h. Vrowsky, by Red Wilkes-Nelly, by Hambrino.

REALIZATION PURSE, $2,000—FOUR-YEAR-OLDS.

Count W. Weeks—Br. f. Wilna, by Wilton.

J. Butler, New-York—Br. c. McIvor, by Harry Plummer.

J. Riel, New-York—Ch. c. Victor, by Piedmont-Violet.

Round Top Farm, Bernardsville, N. J.—Ch. g. Somerset, by Sorrento.

G. H. Barlow, Binghamton, N. Y.—B. f. Merry Maid, by Florida.

W. H. H. Achuff, Philadelphia—B. c. Forward, by Sydney.

J. W. Horner, New-York—Br. g. J. W. Horner, by Keeler.

D. W. L. Moore, Ticonderoga, N. Y.—B. c. Ruppert Gillig, by Gillig.

J. Carpenter, Cranston, R. I.—Ch. c. King Benton, by Governor Benton.

Greenwood & Stinson, New-York—Gr. f. Gray Dawn, by Startle.

Parkville Farm, Parkville, L. I.—Br. c. Norlet, by Norval.

Cloverland Stock Farm, Knoxborough, Ky.—Blk. c. Billy Wilton, by Wilton.

S. H. Mason, Jr., New-York—Palo Chief, by Benefit

News of the Oarsmen.

—The annual regatta of the Varuna Boat Club will be held on Saturday, Sept. 9, off the clubhouse at the foot of Fifty-seventh Street, South Brooklyn. The events will be: Novice single, junior single, intermediate single, junior double, intermediate double, junior four gig, senior four gig, six-oared barge, eight-oared barge. Entries in the novice race will be restricted to members of less than one year's standing. The trial races will be held next Sunday at 10 A. M.

—The Ariel Rowing Club of South Brooklyn will have a ladies' day reception on the afternoon of Sept. 15, followed by a barge party and a dance in the evening. They will also hold a stag early this month.

—The Nautilus Boat Club will hold their annual club regatta on Sept. 9. They will row their races over the same course as the Varunas, but from the opposite end and in alternation with them.

DOMINO IS STILL UNBEATEN

A GREAT MATCH RACE FOR TWO-YEAR-OLDS AT SHEEPSHEAD.

Mr. Croker's Dobbins Ran a Game Race and a Dead Heat Resulted—It Was Nip and Tuck the Length of the Futurity Course—Taral's Fine Horsemanship Saved the Keene Colt from Defeat—Domino Was the Favorite, but All Bets Were Declared Off.

Domino is still unbeaten. Dobbins, Richard Croker's game colt, ran a dead heat with him for the twenty-two-thousand-five-hundred-dollar stake yesterday at Sheepshead Bay, but it was due more to Taral's brilliant horsemanship than to Domino's superiority that Mr. Keene's pet is still an unbeaten two-year-old.

To the colt himself as much credit is due as could be given to a race horse, for if a stout heart, which carried as much courage as was ever possessed by a thoroughbred, did not beat under his brown chest, he would have been defeated in spite of the magnificent exhibition of jockeyship given by his rider.

The match was made on Wednesday evening, and even with but a few hours' notice, a crowd, which equaled that of Futurity Day, was at the track. The match attracted more attention than any since the race in June, 1890, when Salvator defeated Tenny at a mile and a quarter over the same track.

The race yesterday was the fifth on the programme, and the stipulations were a good day and a good track. These conditions were complied with, for the day was nearly perfect and the track never in better condition. There were three stakes and a purse to whet the appetites of the spectators before the great event of the day. Domino was the first to show on the track. He cantered past the grand stand and was greeted with a round of cheers by 12,000 spectators. Each of his fore legs was bandaged with red flannel, and his dark coat shone like a piece of fine satin.

Dobbins came out a few seconds later and was also warmly applauded. Sims was in the saddle. Mr. Croker's colt looked fit to race for a man's life. When the horses reached the post there was about five minutes' delay before a break was made. Domino went out slightly in front, but Starter Rowe called Taral back, and in the next break the pair went off on even terms. The roof of the grand stand was black with people anxious to get a good view of the race, and when Rowe's little red flag swished through the air a mighty shout went up from the throng.

For a sixteenth of a mile there was no perceptible advantage. The pair were rating along like a team and a blanket could have covered them both. Then Domino forged to the front, and white and blue polka dots could be seen leading the colors of Yale by half a length.

The advantage, however, was short-lived, for Sims brought Dobbins up on even terms, and until the bend into the stretch was reached the pair ran almost locked.

The critical part of the race was now at hand, and a mistake on the part of either jockey meant certain defeat to his mount. When straightened out for home, both boys began to ride, and as the end of the betting ring was neared the pride of Tammany's Chieftain began to show in front. Taral was hard at work on the favorite, but the chestnut colt was leading by a good neck, and Domino's chances of catching him in the short run for home looked slim.

To the spectators it looked as if the winner of the Futurity had faltered and Dobbins would win. They knew that the unbeaten son of Himyar and Mannie Gray was being tried for every ounce of speed in his body, and that Sims would not let up on Dobbins until the wire had been passed. They shouted in despair for "Domino! Domino!" but did not seem to understand that a master hand was on their favorite's back, and that, if it was in the horse to win, Taral would land him first past the wire. Their call on Taral was answered, for when Domino was thought to have faltered it was only a movement of Taral's body, the boy having shifted his whip from his right hand to his left.

The colts were running side by side in the middle of the track, almost touching each other's sides. Dobbins was next to the grand stand and Domino toward the inside rail. They were but a sixteenth of a mile from the wire when the masterly riding of Taral began to tell. He was riding a finish such as only he can ride, and slowly but surely he was wearing down the short lead of Dobbins. The Futurity winner was as game as a pebble and courageously responded to the spurs and whip. His black nose kept creeping further and further toward Dobbins's head, not by inches, but by the width of straws. The judges' stand was only a few yards distant now, and still the chestnut's head was in front. James R. Keene was in the timers' stand watching the magnificent struggle.

Finally, with a supreme effort, Taral spurred the brown sides of Domino and brought his whip down with cruel force on the horse's flanks. Domino shot forward, and as the horses crossed the wire got his nose up on even terms with the leader, and the race was over. The pair had passed the imaginary line as if they were glued together, and the spectators waited anxiously until the numbers were hoisted. The double O was first seen, and it was known that the race was a dead heat.

Hats went sailing skyward and the spectators shouted themselves hoarse. The Futurity has been witnessed over again, but never before had such a game struggle between two-year-olds been witnessed on the American turf. Both horses had been compelled to give every pound of speed then possessed.

After the decision was made known there was much speculation as to whether the race would be run off. Mr. Croker expressed himself as willing to send his horse to the post again, but Mr. Keene thought that it would not be humane, so the stakes were divided. Both owners shook hands, and each declared that he thought at first that he had won. It being a match race, and the result a dead heat, all bets were declared off.

The other races on the card were of excellent quality. Galindo won the Twin City Handicap by a length and a half from Ramapo, who made a game race with Candelabra for the place, and managed to land second money by a head. Sir Francis, admirably ridden by Garrison, captured the Reapers' Stakes.

Details of the racing and betting:

FIRST RACE.—Futurity course. Time—1:12 2-5.

Harrington, 115 pounds, (Midgely,) won by three lengths; Longshanks, 118, (Lambley,) second by a length; Domingo, 118, (A. Clayton,) third. Patrician, 118; Golden Valley, 108; Sir Knight, 118; Trinculo, 118; Hartford, 111; Pop Gray, 118, and Governor Sheehan, 111, also ran and finished as named.

Betting—Against Harrington, 7 to 2, 2 to 5, and 3 to 5; Longshanks, 8 to 1, 3 to 1, and 7 to 5; Domingo, 12 to 1, 5 to 1, and 5 to 2; Patrician, 1 to 5; Golden Valley, 20 to 1; Sir Knight, 40 to 1; Trinculo, 6 to 1; Hartford, 60 to 1; Pop Gray, 6 to 1; Governor Sheehan, 30 to 1.

Mutuals paid on Harrington, $28.50 straight, for place, $13.10; on Longshanks for place, $21.25.

SECOND RACE.—The Reapers' Stakes, for three-year-olds. One mile and three-sixteenths. Time—2:02.

Marcus Daly's ch. c. Sir Francis, 122 pounds, by Mr. Pickwick-Thora, (Garrison,) won by a head; Orchis, (imp.,) 111½, (Taral,) second, by three lengths; Sir Walter, 130, (Doggett,) third. Lady Bess, 97, also ran.

Betting.—Against Sir Francis, even money and out; Orchis, 9 to 2 and even money; Sir Walter, 5 to 2; Lady Bess, 6 to 1.

Mutuals paid on Sir Francis $11.70 straight; for place, $8.45; on Orchis for place, $10.15.

THIRD RACE.—The Sapphire Stakes, for two-year-olds. Five and a half furlongs. Time—1.08 4-5.

J. Ruppert, Jr.'s, br. c. Longdale, 118 pounds, by Longfellow—Maraquita, (Lambley,) won by a head; Wernberg, 111, (Midgley,) second by three lengths; Economist, 121, (Hamilton,) third. Illusion, 111; Ben Lomond, 118; Armitage, 128; Nahma, 115; Rama, 111; Orinda, 108, and Factotum, 118, also ran and finished as named.

Betting—Against Longdale, 8 to 1, 3 to 1, and 7 to 5; Wernberg, 6 to 1, 2 to 1, and even money; Economist, 6 to 1, 2 to 1, and even money; Illusion, 7 to 1; Ben Lomond, 8 to 5; Armitage, 7 to 1; Rama, 12 to 1; Orinda, 20 to 1; Factotum, 8 to 1.

Mutuals paid on Longdale, (field,) $40.70 straight, for place, $21.85; on Wernberg, $24.45.

FOURTH RACE.—The Twin City Handicap. One mile and a quarter. Time—2:09.

Santa Anita Stable's gr. c. Galindo, 110 pounds, by Gano-Treda, (E. Morris,) won by a length and a half; Ramapo, 105, (McDermott,) second by a head; Candelabra, 100, (R. Harris,) third. Terrifier, 104; Kilkenny, 97; Diablo, 112; Daily America, 102, and Mars, 112, also ran and finished as named.

Betting.—Against Galindo, 7 to 1, 5 to 2, and even money; Ramapo, 2 to 1, 4 to 5, and 1 to 3; Candelabra, 15 to 1, 6 to 1, and 3 to 1; Terrifier, 30 to 1; Kilkenny, 12 to 1; Diablo, 7 to 1; Daily America, 7 to 1; Mars, 10 to 1.

Mutuals paid on Galindo, $51.30 straight; for place, $17.10; on Ramapo for place, $9.35.

FIFTH RACE.—Match race, $10,000 a side and $2,500 added by the association. Futurity course, (about 170 yards short of three-quarters of a mile.) Time—1:12 3-5.

J. R. & F. P. Keene's br. c. Domino, 118 pounds, by Himyar-Mannie Grey, (Taral,) and R. Croker's ch. c. Dobbins, 118, by Mr. Pickwick-Thora, (Sims,) ran a dead heat.

Betting.—Against Domino, 3 to 5; Dobbins, 7 to 5.

SIXTH RACE.—Futurity course. Time—1:11 1-5.

Shadow, 92 pounds, (A. Clayton,) won by a length; Arab, 101, (Midgely,) second by a head; Addie, 107, (Doggett,) third. Sir Arthur, 94; Hammie, 105; Tom Harding, 114, and Hiram, 90, also ran and finished as named.

Betting.—Against Shadow, 5 to 1, 2 to 1, and even money; Arab, 2 to 1, 4 to 5, and 1 to 3; Addie, 6 to 1, 2 to 1, and even money; Sir Arthur, 15 to 1; Hammil, 11 to 5; Tom Harding, 8 to 1; Hiram, 60 to 1.

Mutuals paid on Shadow $27.55 straight, for place $12.20; on Arab for place, $10.40.

SEVENTH RACE.—Seven furlongs on turf. Time—1:29.

Integrity, 105 pounds, (Sims,) won by a length; Sarah Ramey, 115, (Doggett,) second by five lengths; Centella, 100, (Midgely,) third. Equity, 120; Soundmore, 120, and Ada Blue, 100, also ran and finished as named.

Betting.—Against Integrity, 2 to 1, 4 to 5, and 1 to 3; Sarah Ramey, 4 to 1, 8 to 5, and 3 to 5; Centella, 6 to 1, 2 to 1, and even money; Equity, 3 to 1; Soundmore, 3 to 1; Ada Blue, 30 to 1.

Mutuals paid on Integrity $20.70 straight, for place $8.45; on Sarah Ramey for place $10.60.

THE ENTRIES FOR TO-DAY'S RACES.

FIRST RACE.—Five furlongs. Kingston, 127 pounds; Sirocco, 125; Tormenter, 120; Pedestrian, and Chesapeake, 118 each; Yemen and Sir Matthew, 115 each; Lady Violet, 113; Santa Anna, 110; Fidelio, 105; Kentigerna, 95; Topgallant, 90.

SECOND RACE.—Futurity course. Chattanooga, 112 pounds; Uncle Jess, 108; Old Dominion, 105; Astoria and Minnehaha, 104 each; Tiny Tim, 101; Boyd Pantlind and Perrier Jouet, 97 each; May Lose, 94.

THIRD RACE.—Seven furlongs. Watterson, 121 pounds; Nero, 116; Nomad and Restraint, 115 each; Chief Justice, 111; Colonel S., 109; Acclaim and Estelle, 108 each; Marshall, 107; Clio colt, Reginald, and Sam Weller, 105 each; May Lose, 102.

FOURTH RACE.—One mile. Banquet, 122 pounds; Reckon, 110; Derfargilla, 105; Count and Sir Matthew, 103 each; Fidelio, 100; Marigold, 90.

FIFTH RACE.—Futurity course. Warlike, Modesto, Clarke, Pottawattomie, The General, British Queen colt, and Booze, 108 pounds each; Flying Fish, Mem Sahib, Big Mid, Lucasta, Nonsense, Sub Rosa, Fondoline, Sarcasm, and On-the-Way, 105 each.

SIXTH RACE.—Goldenrod Stakes.—Seven furlongs on turf. Figaro, St. Maxim, Henry of Navarre, and Queenlike II., 110 pounds each; Terrapin, Busiris, and Ornus, 105 each; Lochinvar, 100.

Results at Clifton.

FIRST RACE.—Five furlongs. Miss Aggie, 69½ pounds, (K. Tribe,) 6 to 1, won; Carnalite, 90, (Brooks,) 6 to 1, second; Noonday, 87, (Donohue, 6 to 5, third. Brookdale, Nellie B., Virginia II., and Mamie Kelly also ran. Time—1.02½.

SECOND RACE.—Five furlongs. Hypatia, 89 pounds, (Griffin,) 2 to 1, won; Jakie Josephs, 101, (Burrell,) 15 to 1, second; Queen Bess, 99, (J. Daly,) 9 to 5, third. War Lord, George Dixon, Lorinda, Hands Up, Chamunka, Marinelli, and Miranda filly also ran. Time—1.03¾.

THIRD RACE.—Six furlongs. Kentucky Lady, 111 pounds, (Griffin,) 7 to 5, won; Marcellus, 97, (Brooks,) 15 to 1, second; Clement, 115, (Ballard,) 2 to 1, third. Eagle Bird and Hay Tay also ran. Time—1:17¼.

FOURTH RACE.—Six and a half furlongs. Rico, 86 pounds, (Griffin,) 3 to 5, won; Airplant, 76, (J. Daly,) 7 to 1, second; Bess McDuff, 83, (J. Bender,) 7 to 1, third. Mabel Glenn also ran. Time—1:22¼.

FIFTH RACE.—Five furlongs. Flatlands, 101½ pounds, (Ballard,) 3 to 1, won; Osric, 87, (J. Daly,) 4 to 1, second; Our Maggie, 85, (Donohue,) 6 to 1, third. Charlie Wilson, Oxford, Mamie B. B., and Tom Karl also ran. Time—1:02¼.

SIXTH RACE.—Six and a half furlongs. Tommy Dixon, 92 pounds, (E. Tribe,) 5 to 1, won; Foxford, 102, (N. Hill,) 5 to 1, second; Malena, 97, (J. Kelly,) 10 to 1, third. Industry, Van Dyke, Adjourn, Control, Entre, and Character also ran. Time—1:23½. Romance was left at the post.

ENTRIES FOR TO-DAY.

FIRST RACE.—Four and a half furlongs; selling. Luray and Captain Wagner, 110 pounds each; St. Patrick and Berwin, 104 each; Benjamin, Tringle, Charlie Wilson, Brookdale, and Mamie A. A., 101 each; Billy S., Express, Elmstone, and Tom Karl, 98 each; Zingara and Skadi, 95 each.

SECOND RACE.—Five furlongs; selling. King Joseph, 108 pounds; Stillbrook, 105; Lento, 104; Starling, 103; Merrit and Jakie Joseph, 101 each; Marble, 100; Carrie H., 97; Napoleon, Fiction, Blossom, Eliza Ann, and Hazel, 95 each.

THIRD RACE.—Five furlongs; selling. Clement, 109 pounds; Josephine, 105; Lumberman, 104; Keime and Rear Guard, 102 each; Charon, 100; Tartarian, 99; Craftsman, 98; Our Maggie, 95; Hay Tay, 94; Miss Bess, 93; Onyx, 91.

FOURTH RACE.—Five furlongs. Mabel Glenn, 113 pounds; Toano, 111; Grey Eagle, 111; Uncertainty, 105; Honest Tom, 104; Ella, 102; Miss Aggie, 102; Miss Schemer, 97.

FIFTH RACE.—One mile and a sixteenth; selling. Tom Flynn and Experience, 108 pounds each; Laurel, 105; Larghetto, 102; Lucky Clover and King Crab, 101 each; Bess McDuff, 99; Sea Bird, 97; Adjourn, 96; Leonardo, 89.

SIXTH RACE.—Seven furlongs. Monopolist, Coalmine, Gonzales, Vagabond, Blizzard, Van Dyke, and Foxford, 105 pounds each; G. W. Cook, Character, Watch Me, False Ahrens, Mohican, Climax, Carmelite, and Lou Rhett, 102 each.

Horses and Horsemen.

—R. M. Stivers, 144 to 152 East Thirty-first Street, is offering one of the largest and most complete lines of carriages and fancy traps in the city. What every one wants on wheels, either new or second-hand, Mr. Stivers can always show. Victorias, cabriolets, wagonettes, luxurious omnibuses, spider and mail phaetons, light wagons, and fancy traps can always be found on the spacious sales floor of this establishment. Here, too, can be found the celebrated Stivers's runabout in all colors and finish.

—It is suggested by a Californian that an inspector be appointed at all harness race meetings to see that the pneumatic tires are properly inflated before each heat. To have a loose tire would be almost the same as pulling in the old-fashioned kind of sulky with its steel tires. It seems impossible to improve anything in the way of sport without some rascal will be able to turn it to his own advantage.

—The Gansevoort Carriage Company, on Tenth Avenue, near Thirteenth Street, is offering surplus Summer stock which it does not wish to carry over at surprisingly low prices when the quality of the goods is considered. The carriages and traps are all well made in the most approved styles, and the company feel certain of satisfaction on the part of the purchaser.

—It is told that Grant's Abdallah started out campaigning under the not inappropriate name of Gee Whiz. If any one had remarked at that time that he would pace in 2:10½ the owner would probably have been "Gee Whiz." It is well that the name is changed, for there are now too many catch-as-catch-can names on both the running and trotting turf.

—Besides the producing of horses, the Government breeding establishments in Hungary are of great value to the veterinary branch of the War Department as well as to the army in general. A sort of staff college exists in connection with the steeds, to which cavalry officers are transferred with a stiff technical examination.

—A Denver (Col.) paper says that James Page, the man who brought out Rarus, 2:13¼, and Maxey Cobb, 2:13¼, is now at Beatrice, Neb., training a stable of horses. It is only a few months ago that it was reported that Page was in a Vermont insane asylum, where it was thought he would never recover his mind again.

—Mr. Lawson A. Fuller is preparing four of his young horses to beat the four-in-hand record of 2:37, made by the team of Mr. Gordon of Cleveland, Ohio. Mr. Fuller's horses are all by his black stallion by George Wilkes, and were bred on his farm in Vermont. He will make the trial about the 1st of October.

—Pansy Blossom, the three-year-old that recently paced in 2:16½ at Marshall, Mo., thus securing the champion race record for that age over a half-mile track, is a gray filly by General Wilkes, 2:21¾. Her dam is by Harrodsburg Boy, and her two-year-old record was 2:21¼.

—The report comes from Tennessee that the famous stallion Brown Hal, 1:12½, has got rid of his ailing leg and is going faster than ever. He is getting a special preparation for the Cumberland Park meeting in October, when he will be sent against the pacing record.

—Ponce de Leon, 2:13, is only six years old, yet he has a two-year-old son, Perry Winkle, which won the first heat in the two-year-old class at Terre Haute in 1:28¾. Perry Winkle is out of Ravenna, the dam of Phallas, 2:11.

—Pixley, whose record is now 2:11¼, is a much better mare this season than before she left the turf, which is additional evidence that by producing one or more foals a mare is not necessarily any less valuable for the track.

—The five-year-old bay gelding Will Kerr, by Ethan Wilkes, that two weeks ago had no record better than 2:35, won the 2:25 pace at Fort Wayne, Ind., in the 2:10, 2:08¾.

—Glencoe Wilkes seems to be able to sire game pacers as well as trotters. His fastest representative is Jubilee Wilkes, winner of the 2:19 pace at Mystic Park, going the four heats in 2:17½.

—The fast pacer Robert J., 2:09¾, by Hartford, dam Geraldine, by Jay Gould, is resting at Terre Haute. He should soon be due for a good race, as he paced that track recently in 2:10.

—Adolph Spreckels of San Francisco, Cal., is building a barn, to cost $16,000, near the entrance to the Bay District track. It will accommodate thirty-three horses.

—A first-class regulation track has been built at Morris, Ill., and will be opened on Aug. 15.

Among the Wheelmen.

—The Lenox Wheelmen held a series of road races at Graniteville, S. I., last Sunday afternoon, which were contested in a very lively manner. The one-mile race for the championship of the club was won by William Holzmann, with Walter Hermann second. J. Hamerslough, with 20 seconds' start, won the two-mile handicap; W. Bachmann was second. The five-mile handicap was won by Max Pochaska (35 seconds) in 0:20:00, which was very good time, considering the roughness of the road and the fact that a strong wind was blowing. Walter Hermann (10 seconds) was a close second. A protest was entered by him against Pochaska, alleging that the latter was set a pace by another member of the club, and the award of the medals was postponed until the protest is decided. The decision will probably award the race to Pochaska, as he declares that he was not aware that the alleged pacemaker was riding.

—The Road Committee of the Hudson County Wheelmen has prepared the following schedule of club runs for this month: Saturday, Sept. 2, three-days' run to Dingman's Ferry and Delaware Water Gap; start 3:45 P. M.; train, Erie Railroad. Monday, Sept. 4, through Union County to Rahway to witness races of Union County Roadsters, in which the Hudson County Wheelmen will be represented; leave clubhouse, 111 Belmont Avenue, Jersey City, 8:30 A. M. Sunday, Sept. 10, St. George, S. I., to join picnic run of Metropolitan Association of Cycling Clubs; start from clubhouse 8 A. M. Sunday, Sept. 17, to Pompton; start at 8:30 A. M. Saturday, Sept. 23, to club race over Plainfield-Springfield course; starting from clubhouse at 2 P. M. Sunday, Sept. 24, to South Beach, S. I., starting at 1:30 P. M.

—More than 125 members of the Associated Cycling Clubs of New-Jersey attended the "watermelon run" to the house of President James S. Holmes, Jr., at East Orange last Saturday evening, and all were most pleasantly entertained. The grounds were handsomely decorated and illuminated by hundreds of Chinese lanterns, while very sociable little tables were conveniently placed about under the trees. About a hundred melons were consumed. Among the clubs represented were the Union County Roadsters of Rahway, Hudson County Wheelmen of Jersey City, Atalanta Wheelmen of Newark, Irvington Cycling Club, Elizabeth Wheelmen, Elizabeth Athletic Club Cyclers, Englewood Wheelmen, Bergen County Wheelmen of Hackensack, and East Orange Cyclers.

—A Chicago policeman found a man wheeling a bicycle along a back street one evening of last week, and suspecting that he had stolen it, arrested him, and took him and the machine to the station house. Here the prisoner gave a very good account of himself and told a very plausible story about being tired and so wheeling the bicycle home instead of riding it. The Captain appeared to be convinced of the truth of his story and told him to ride his bicycle away. The man attempted to mount the machine, and after three failures, acknowledged that he had stolen the machine.

—The very good time made on the Waverly track last Saturday, 2:14 and 2:16, in the mile handicap, and 1:06 in the half-mile, by local racing men greatly pleased the Race Committee of the Metropolitan Association of Cycling Clubs, who consider it second only to the Springfield track in speed. They think that with proper pacing the mile record will be reduced by some of the cracks who will race there on Sept. 16.

—The Liberty Cycle Club has moved from its rooms at 126 Second Avenue to much larger and more comfortable quarters in Eckstein's Hall at 62 East Fourth Street. The new rooms are very handsomely furnished and contain a piano as an additional attraction. The club meetings are now held on the first and third Wednesdays of each month, and the board of officers meets every week.

—George Goldstone and L. M. Hershfield of the Manhattan Bicycle Club started yesterday morning on a wheeling trip through the Berkshire Hills. They will go by boat to Hudson, then ride over the Oxtow road to Great Barrington, Lenox, and Pittsfield; then north to Hoosick Falls, and from there to Troy, Albany, and Saratoga. They expect to be gone a week or two.

—The Manhattan Bicycle Club will have a special club run on Sunday, Sept. 10, to Staten Island to join the picnic run of the Metropolitan Association of Cycling Clubs. The run to Pompton Plains, previously announced for that date, has been indefinitely postponed in consequence.

—Dr. G. Carleton Brown of Elizabeth has announced that he will not be a candidate for re-election as Chief Consul of the New-Jersey Division of the League of American Wheelmen at the annual election this Fall, and that he will not allow his name to be used in that connection. The ticket that is most prominently mentioned is as follows: For Chief Consul—James S. Holmes, Jr., East Orange; Vice Consul—A. C. Atkins, Asbury Park; Secretary Treasurer—Theodore F. Merseles, Jr., Jersey City.

—The Murray Hill Wheelmen expect to hold club races on the Fort Schuyler course early in September and a good time is expected, as there are already some fast men in the club. Some of these are McClain, C. Hildebrandt, F. Hildebrandt, A. Ford, Barbeau, Hahn, Kahn, Rosenfeld, Shortell, and Grahl. To enter the Murray Hill Wheelmen a rider must do a mile in at least three minutes.

—The bicycle dealers of this city intend to hold a race meet Sept. 2 in this city or vicinity. The track has not yet been selected. There will be a novice race, followed by the dealers' race, letter carriers', policemens' race, actors' race, militiamens' race, open handicap, and consolation race. The races have been sanctioned by the League of American Wheelmen Racing Board.

—The Metropolis Wheelmen have organized a racing team which will enter the races of the Union County Roadsters at Rahway on Sept. 4, and also in the meet of the Metropolitan Association at Waverly on Sept. 16. The members of the team are Fred Nagle, Louis Bauschkolb, Charles Gaines, T. Senno, and George Fox.

—Among the entries already received for the Metropolitan Cycling Association races at Waverly, N. J., on Sept. 16, are George C. Smith, Riverside Wheelmen; Fred Osmond of England, Meintje, South Africa; Tyler, Taylor, and Windle of Springfield, A. A. Zimmerman, and Hoyland Smith, New-York Athletic Club.

—The East Orange Cyclers had a moonlight run to Milburn Wednesday night.

RULES OF THE TRIAL RACES.

Signals, Courses, and Method of Starting for the Four Cup Defenders.

Ex-Commodore James S. Smith, Chairman of the America's Cup Committee, yesterday sent out a circular containing the rules for the trial races for the cup defenders, the first of which is to be sailed next Thursday. The circular is as follows:

As previously announced, the trial races will be held at New-York on Sept. 7, and will be sailed outside of Sandy Hook. By the courtesy of Commodore Morgan, the flagship will be used as the judges' boat, and the Regatta Committee have kindly consented to handle the races, thus leaving the Cup Committee free to observe the performance of the competing vessels. The start will be made as near 11 o'clock A. M. as practicable, and will be across an imaginary line drawn from the flagship to a suitable mark, which will be duly designated.

The signals and method of starting will be as follows:

PREPARATORY SIGNAL.—Ten minutes before the starting signal one gun will be fired and the blue peter set in place of the club burgee.

STARTING SIGNAL.—One gun fired, the blue peter lowered, and a red ball hoisted on the triatic stay; yachts may then cross the line.

HANDICAP SIGNAL.—Two minutes after the starting signal one gun will be fired and the red ball lowered. The time of this signal will be taken as the time of any yacht crossing after it is given.

In case of miss-fire a prolonged blast of the whistle will replace the signal gun.

RECALL SIGNAL.—Any yacht crossing the line before the starting signal will be recalled by short blasts of the whistle, a pre-arranged number being used to indicate each of the competing yachts.

COURSES.—The courses will be thirty nautical miles in length, and their direction will be duly signaled from the flagship.

The first race will be to windward or leeward and return.

The second race will be an equilateral triangle.

The following races will be alternately of these two descriptions.

The time limit will be two hours of actual elapsed time.

The system of measurement, time allowance, and racing rules of the New-York Yacht Club will govern, with the proviso that any excess of load water-line length over eighty-five feet shall be counted double in calculating the sailing length.

Competitors are respectfully reminded that 86 7-10 feet is the limit of load water-line length allowable.

The committee reserve to themselves the right to vary the character and length of the courses and determine the number of races as expediency may require; the time limit will, however, remain in the same proportion to the length of the course prescribed.

Races will be sailed on alternate or succeeding days, as may best suit the convenience of the competitors.

The committee earnestly request that the competing yachts keep together as much as practicable, the special object of these trials being to determine the relative excellence of the boats under equal conditions.

The committee announce that by arrangement with the Earl of Dunraven the date of the first America's Cup race has been fixed for Sept. 28.

JAMES D. SMITH,
LATHAM A. FISH,
PHILIP SCHUYLER,
J. FRED TAMS,
A. CASS CANFIELD,
Committee.

Mr. Smith says that the four boats, the Vigilant, Jubilee, Colonia, and Pilgrim, are entered. Mr. John B. Paine has entered the Jubilee, and will sail her in the races.

MOVEMENTS OF THE CUP DEFENDERS.

All of Them Receiving Final Touches for the Trial Races Next Week.

The cup defenders are now receiving the final touches for the trial races which begin next Thursday. The Vigilant, the Morgan-Iselin boat, is at City Island, being thoroughly overhauled and cleaned under the eye of Capt. Hansen. The speed which the Vigilant exhibited during the cruise of the New-York Yacht Club won her many friends, and most yachtsmen think that she will be selected to defend the cup. They are rather afraid of the Jubilee, however, and are wondering what the result of Gen. Paine's thinking will be.

The Jubilee is now on her way here from Boston. Her sails have been recut and the jaws of her gaff have been strengthened. She will probably arrive here to-morrow morning and will be hauled out at Poillon's yard, foot of Court Street, South Brooklyn, to be cleaned. She will be on the ways until the last possible minute.

The Colonia, the Rogers syndicate boat, in charge of Capt. Hank Haff, left Newport on Wednesday evening for this port. She has had some of the lead inside taken out and bolted on outside. This will give her greater depth, and may hold her up to the wind better than she was held during the races at Newport. The Colonia will be hauled out at Downing & Lawrence's yard, foot of Court Street, South Brooklyn.

The Pilgrim will not reach here before next Wednesday. She is in the navy yard dry dock, and it will be necessary to work day and night to make the changes in her lead and rig in order to have her finished by Monday, when she will leave for this port.

Yachts Reported.

CITY ISLAND, N. Y., Aug. 31.—The following yachts passed here to-day: Bound East—Steam yachts Acquilo, Mr. George A. Thayer; Alicia, Mr. H. M. Flagler, and Helvetia, Mr. C. O'D. Iselin. Schooner yacht Carlotta, Col. George Duryea.

Passed West—Steam yachts Valiant, Mr. W. K. Vanderbilt; Viking, Mr. H. A. Hutchins; Fedalma, Mr. Edward M. Brown; Stranger, Mr. J. C. Hoagland; Almy, Mr. Frederich Gallatin; Allegra, Col. S. V. R. Cruger; Embla, Mr. J. H. Hannan; Clearwater, Mr. H. R. Walcott, and Oneida, Mr. E. C. Benedict. Schooner yacht Hildergarde, Mr. George J. Gould, and cutter yacht Katrina, Mr. George Work.

Came to Anchor Here from the Eastward—Schooner yacht Atlantic, Mr. C. Barnum Seeley.

STATION SEVEN, VINEYARD HAVEN, Aug. 31.—In Port—Steam yacht May, Commodore Morgan, cruising; schooner Milvie; sloops Torment, Moyka, and Lapwing.

Passed East—Steam yacht Guida, Boston, cruising.

Bits of Yachting News.

—Mr J. Pierpont Morgan's fine steam yacht Corsair went into the Erie Basin yesterday afternoon for repairs. She has just returned from Bar Harbor, and was caught sixty miles out in the big cyclone. The Corsair had a tough time. The waves broke over her and considerably damaged the yacht. One launch was torn from the davits and lost. It will take a week or ten days to repair the Corsair.

—The annual dinner of the Seawanhaka Corinthian Yacht Club will be held in the clubhouse at Oyster Bay on Sept. 15. Covers will be laid for 100.

—The schooner yacht Brunhilde, owned by Mr. David H. King, Jr., has gone out of commission at Tebo's.

—The steamer Charlotte is being repaired at McGarrick's yard, Twenty-fifth Street, South Brooklyn.

—Mr. John Macrae's schooner, the Signal, is still under the water in the lower bay. She was scuttled to prevent her going on the rocks during Tuesday's storm. Fortunately Mr. Macrae was fully insured. The Signal will be raised and repaired.

—Mr. Jefferson Hogan's schooner yacht Cavalier has gone out of commission at Greenport.

THE PILGRIM WILL BE ON HAND.

Additional Lead on Her Fin Expected to Help Her Sail Better.

BOSTON, Aug. 31.—The syndicate cup defender Pilgrim is again in the navy yard dry dock at Charlestown. The yacht was docked at high tide at about 1 o'clock this morning. The work of pumping out the dock was continued early this morning, and as soon as the water was lowered the crew of the yacht were kept busy with brooms and sc[illegible] bottom of the slime [illegible] The bottom was fou[illegible] foul as was anticipa[illegible] the fin. After the [illegible] went to work with [illegible] dusted spots, and wo[illegible] the yacht was ready [illegible] night.

While the crew we[illegible] boat, workmen were [illegible] the lead bulb to [illegible] were wedging its [illegible] that additions could [illegible] lead will be added, a[illegible] form of two thin pla[illegible] on each side between [illegible] and the fin. The bolt[illegible] again and everything [illegible] shape of the bulb wi[illegible] resistance to being f[illegible] slightly increased. [illegible] cast and will be re[illegible] afternoon or Saturda[illegible]

The yacht's mast, [illegible] day, is now being [illegible] added to it by means [illegible] the deck, but it will [illegible]

The yacht must lea[illegible] night, and at the rate [illegible] as though she would [illegible] hand for the trial r[illegible] condition as to good-[illegible]

In speaking of th[illegible] speed and the chance[illegible] changes now being [illegible] think it was eviden[illegible] boat sailed that sh[illegible] more sail will help h[illegible] which will be given [illegible] the boat's resistance, [illegible] give her a little mo[illegible] into a head sea.

"It was our belief, [illegible] opinions of those wh[illegible] Cup race the boat did [illegible] up than when the wi[illegible] has never yet had it [illegible] best speed. Added [illegible] driving power, witho[illegible] unnecessary weight [illegible] dent the boat will sh[illegible]

For Other Sports See Page 8.

ITS ENGINEER FORCE RESIGNS.

Trouble for the Third Avenue Cable Road—Charges of Extravagance Resented.

The Third Avenue [illegible] perienced fresh t[illegible] Engineer E. H. Lig[illegible] gineer J. B. Havila[illegible] F. J. Boas, James C[illegible] W. Kendall marche[illegible] fice in a body. [illegible] five assistants se[illegible] Monday, to take eff[illegible]

The reason for th[illegible] the engineering de[illegible] Chief Lighthall ha[illegible] ant differences with [illegible] ors of the company [illegible] engagement. He h[illegible] travagant in the [illegible] road. This he deni[illegible] gance has really [illegible] tractors. The unpl[illegible] climax on Monday.

It appears that H[illegible] ployed by his fathe[illegible] a Third Avenue s[illegible] Secretary Lazarus [illegible] were sitting near [illegible] Lighthall, criticizi[illegible] extravagant metho[illegible] assertion that the [illegible] carrying on the wo[illegible] highway robbery. [illegible] fended his father, [illegible] after arriving at t[illegible] Mr. Lighthall of the [illegible]

The Chief Engine[illegible] walked down stair[illegible] Superintendent J. [illegible] Beaver, and the th[illegible] ments and warm w[illegible] would have been st[illegible] intervention of frie[illegible] culminated in Chief [illegible] ing his resignation, [illegible] suit.

Mr. Lighthall too[illegible] of the work remain[illegible] sisted chiefly of pla[illegible] together and with [illegible] power houses.

Mr. Lighthall dul[illegible] Commissioner Daly [illegible] said that the latter [illegible] complete its work [illegible] officials appreciate [illegible] was instanced by t[illegible] laborers at Bayar[illegible] and in Harlem were [illegible] told that they ne[illegible] morning.

Among engineers [illegible] pany will be compe[illegible] and his staff.

CALIFORNIA MINING STOCKS.

SAN FRANCISCO, Aug. 31.—The official closing quotations for mining stocks to-day were as follows:

Alta	[illegible]	Hale & Norcross	[illegible]
Belcher	[illegible]	Mexican	[illegible]
Best & Belcher	[illegible]	Ophir	[illegible]
Bodie Consolidated	[illegible]	Potosi	[illegible]
Bulwer	[illegible]	Savage	[illegible]
Chollar	[illegible]	Sierra Nevada	[illegible]
Con. Cal. and Va.	[illegible]	Union Con.	[illegible]
Crown Point	[illegible]	Yellow Jacket	[illegible]
Gould & Curry	[illegible]		

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the new shortening, has become a first essential in the A B C of good cooking. It means good food, good health and a goodly saving in the end. Since the introduction of Cottolene, lard has no further use in food or kitchen. Cottolene serves every purpose of lard, and serves it without grease, odor or indigestion. Be sure and get Cottolene. Don't let any dealer palm off any of the many worthless imitations on you. Demand the genuine.

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AMUSEMENTS THIS EVENING.

ACADEMY OF MUSIC, 14th St-Irving Place—8:00—Black Crook.
AMERICAN THEATRE, 42d, 41st St-8th Av—8:00—The Prodigal Daughter—Roof Garden.
BROADWAY, Broadway-41st St—8:00—Panjandrum.
CASINO ROOF GARDEN, Broadway-39th St—8:00—Vaudeville.
DALY'S, Broadway-30th St—8:30—L'Enfant Prodigue.
EDEN MUSEE, 23d St-6th Av—Day and evening—Vaudeville—Waxworks.
ELDORADO, Palisades, opposite 42d St—4:00 and 8:30—Vaudeville.
EMPIRE, Broadway-40th St—8:15—Liberty Hall.
FOURTEENTH STREET, 14th St-6th Av—8:00—Glen-da-Lough.
GARDEN, Madison Av-27th St—8:30—Vaudeville.
GRAND OPERA, 23d St-8th Av—8:00—The Silver King.
HARRIGAN'S, 35th St-6th Av—8:00—Dan's Tribulations.
IMPERIAL MUSIC HALL, Broadway-29th St—8:00—Vaudeville. Matinée.
KOSTER & BIAL'S, 34th St-Broadway—8:00—Vaudeville.
LYCEUM, 4th Av-23d St—8:15—Captain Lettarblair.
MADISON SQUARE, 24th St-Broadway—8:30—The New South.
MADISON SQUARE ROOF GARDEN AND TOWER, Madison Av-26th St—8:00—Vaudeville.
MANHATTAN BEACH, Coney Island—Afternoon and evening—Concert—Fireworks.
NATIONAL ACADEMY OF DESIGN, 23d St-4th Av—9:00 A. M. to 6:00 P. M.—Art Exhibition.
PALMER'S, Broadway-30th St—8:15—1492.
STAR, Broadway-13th St—8:15—Vaudeville.

TEN PAGES.

NEW-YORK, FRIDAY, SEPT. 1, 1893.

The Weather Bureau report indicates for to-day, in this city, fair weather, easterly winds, and light rains.

The result of the fencing in the Senate yesterday is that Mr. VOORHEES, as Chairman of the Finance Committee, now controls the situation. PEFFER'S resolution of inquiry concerning the national banks was referred to the Finance Committee by a vote of 35 to 31 against the wish and purpose of its mover and his new partner, Senator HILL of New-York. Senator VOORHEES'S own bill providing for an increase of the national bank circulation was, as a consequence of his own action, displaced from its calendar position as unfinished business, and through a change in the form of Mr. PEFFER'S national bank resolution the bill repealing the silver-purchase provision of the Sherman act was placed upon the regular order of business, where it can be called up at the pleasure of the Chairman of the Finance Committee. To clinch the matter, Senator VOORHEES gave notice that if at any time he found that the discussion of the Repeal bill was exhausted he should demand a vote. The bill is thus left in a fortunate position, being, so to speak, in the hands of its friends. It is no longer doubted that a safe majority of the Senators will vote for repeal. The vital question now is one of time. The financial situation is not visibly improving and will not show substantial improvement until an unconditional repeal bill is sent to the President. Unexpectedly good progress toward that desired end was certainly made in the Senate yesterday.

The passage of such resolutions concerning pensions as were adopted by the Republican Convention at Harrisburg on Wednesday is caused in large measure by the willful and persistent misrepresentation of what the Pension Bureau is doing by the Republican press. The bureau is not taking away from veterans any pensions to which they are entitled under the laws. It has discovered that the laws were shamefully violated for partisan purposes by Commissioner RAUM, who granted many pensions in defiance of the clear provisions of the statutes. If those who received these pensions can show by any evidence whatever, in addition to that upon which the grants were unlawfully made, that they are entitled to what they have been receiving, the payments will be continued; if they cannot do this, the pensions illegally awarded will be revoked. As to the illegality of the awards in question, that has been clearly shown in the ruling of the Interior Department, made by Judge REYNOLDS and approved by Secretary SMITH and Attorney General OLNEY. Moreover, a similar ruling was made before the close of President HARRISON'S term by Assistant Secretary BUSSEY, and it was approved by Secretary NOBLE. All the facts have been set forth clearly in official statements made by Judge REYNOLDS and Commissioner LOCHREN. The Republican papers have refused to publish these statements, which were given to the press generally, and have persisted in exciting partisan prejudice by making false assertions and by misrepresenting the policy and acts of the bureau with all the ingenuity that partisan malice could command.

Judge GOGGIN of Chicago seems to be a very extraordinary jurist. Having invited two other Judges to sit with him to determine whether the injunction restraining the Directors of the World's Fair should be dissolved, he found himself in a minority of one upon the question. Thereupon he invited the other two Judges to leave him, and when they had left him, he converted his minority opinion into the decision of the court. The decision was that the case should be adjourned for sixty days, that is to say, until the fair is over and it does not matter how the case is decided. Meanwhile the injunction against closing is to stand. Whether Judge GOGGIN is a fanatical anti-Sabbatarian or merely an obstinate fool, his action seems to stand in need of a more judicial investigation than he is capable of giving to cases that come before him.

Superintendent BYRNES has presented a neat dilemma to the projectors of "boxing contests," which are merely prize fights in disguise, and in a very thin disguise. Either, he says, these contests, which are in effect advertised as fights to a finish, and are intended to end in the "knocking out," or disablement, of one of the contestants, are mere sparring exhibitions or they are prize fights. If they are sparring exhibitions, and no serious fighting is intended, then the projectors of them ought to be arrested and punished for obtaining money under false pretenses. If, on the other hand, they are fights, then they are clearly unlawful under the Penal Code, and everybody who takes part in them is liable to punishment. This is sad news for the prize fighters and the managers, for everybody knows that if nothing but a display of sparring were intended or expected there would be a very much smaller attendance than there is when the spectators are sustained by the sweet hope of seeing a man knocked senseless.

PENNSYLVANIA REPUBLICANS.

The Republican Convention of Pennsylvania seems to have labored under the feeling that no one cared very much what it did or said. According to the party organs, the "convention was not a large one, but composed of earnest workers, who got down to business early." They also got through with business early, and went away with an air of having discharged a perfunctory and thankless task. They nominated for Supreme Court Judge, Judge D. NEWLIN FELL of the Common Pleas Court of Philadelphia and Col. SAMUEL M. JACKSON for State Treasurer.

What little interest there was in the work of the convention was in the financial plank of the platform. This was made very long, and, so to speak, very broad. It is perfectly sound on the repeal of the purchasing clause of the Sherman bill, and contains a "request" to Senator CAMERON to sustain repeal—a request which the Senator will doubtless regard as a piece of harmless impertinence on the part of the gentlemen whom he has allowed to come together and name candidates. Mr. CAMERON, according to his own party papers, has no intention of voting for repeal. He thinks he knows what he wants. He voted for the bill three years ago, having, we believe "gone long" on silver in expectation that the bill would pass. The amount of his profits, if he sold in time to get any, could not have been large, and no one supposes that his vote was cast to help his little "flier." But the transaction shows how very blind Mr. CAMERON is to public opinion. He will hardly pay much respect to the opinions of a lot of delegates whose mode of selection and whose unrepresentative character he understands so well.

There was one little sentence in the platform that reads as if CAMERON might have written it, it is so exactly on the level of his intellectual conceptions. It is this: "We favor the expansion of the circulating medium of the country until the same shall amount to $40 per capita of our population." Why forty? Why not a hundred? The country now has about $24 per capita circulation, and that is a good deal more than it had last year. Yet last year it was much easier for the average citizen to get what circulating medium he needed than it is now. It would not be any easier now if the per capita were $40, or twice or thrice that. It is not the amount of money in existence that makes it easy to get; it is its sound quality to begin with, and with that the confidence of men in its sound quality and in each other. If men are afraid of each other's ability to pay, the average amount of money in existence does not make it easy to get, because we could not possibly have enough to do all our business with cash. It would require sixty billions—*i. e.*, about $1,000 per capita—to do the business now carried on through the Clearing Houses in a single year. Moreover, if it were possible, which it is not, to discover just how much money per head is needed, we could not keep exactly that amount in circulation. We take a census only once in ten years, and the average of 1890 would be all out of the way in 1895, and doubly so at the taking of the next census. The per capita notion of money is a pure delusion, which no one can entertain who knows anything about what money does and how it does it. In the case of the Pennsylvania Republicans, however, this little phrase was probably only a silly attempt to suit the sentiment of uninformed voters who may imagine that the Democrats are more in favor of "more money" than the Republicans.

A "FRIENDLY RECEIVERSHIP."

All the circumstances surrounding the appointment of WILLIAM N. DYKMAN, Esq., as receiver of the Commercial Bank of Brooklyn are, to say the least, unfortunate and not calculated to create confidence in the settlement of its affairs, or to strengthen the belief of depositors in the honorable purpose and conduct of its past management. We fully recognize the duty of the press in times like these to avoid any unnecessary disturbance of the public mind, but when the public has learned of such facts as are now officially presented regarding this bank, there is no use in trying to evade them, or in trying to make people believe that everything is as it ought to be. That would have just the opposite effect, for the inference would be natural that if such a bank can be represented as well or fairly managed and as the victim of hard times, then banks generally are open to suspicion. It is due to sound banks and careful and honest bankers that such management as has wrecked the Commercial Bank should be thoroughly investigated and explicitely exposed without fear or favor. Then the public will know that disaster has come upon the Commercial precisely because its managers have violated about every rule observed by the great body of the banks of the State.

We do not need to go into details. The comparison which we published yesterday morning between the statement on which the receivership was asked for and granted and the sworn quarterly report made in June to the Banking Department reveals enough facts to show that the receivership ought not to have been appointed on the motion and to suit the purposes of the men responsible for these facts. The sworn statement abounded in falsehoods, and it is now clear that the bank had for some time been insolvent, though continuing to accept deposits. We have nothing to say against the character or reputation of Mr. DYKMAN. He may be the most capable, learned, and honest of all the lawyers of Brooklyn, and it may be that he is the best receiver the bank could have. But when the President and Directors of a bank present to a Judge a statement showing on resources of $1,055,000 unavailable securities to the amount of $240,000, and, besides, among the resources personal notes of the Directors for $80,000 which have remained unpaid for four years, we are convinced that the wish of these men should not have been granted without an opportunity on the part of the creditors of the bank to express their views as to the proper choice for receiver. Such a proceeding is calculated, not only to destroy confidence as to the future of the bank, but to impair confidence as to the impartial, deliberate, and effective administration of justice.

The "friendly receivership" is a very recent development. It may have utility in certain cases. But it is obviously a most delicate and may be a very dangerous operation. It is one to which no Judge ought to be a party without the utmost caution to assure himself that the rights and interests of all concerned are fairly considered and adequately protected. We cannot conceive what assurance Judge BARNARD had, or could have had, in this case. The facts as they were submitted to him seem to us to have shown very clearly on the one hand the existence of a body of innocent creditors likely to lose their money, and on the other the Directors liable to be required to account for that loss and, perhaps, to make it good. With these facts before him, we do not think that he ought to have allowed the Directors to name the receiver until the creditors had been heard. We do not question the Judge's legal authority or his motives; we do question, and seriously, the wisdom and the practical justice of his course.

THE TRIAL RACES.

The trial races for the selection of a defender of the *America's* Cup, which are to begin next week, will undoubtedly be very pretty aquatic spectacles. They will not excite so much interest in advance as the races in which the *Puritan* won the right of representing American yachts, which were the most interesting races of that kind that have been sailed. The victories of the *Mayflower* in her year and of the *Volunteer* in hers were nearly foregone conclusions. Only in the case of the big sloops that were built to hold the cup against the *Genesta* were trial races really needed in order to establish the superiority of the winner.

This year that superiority may be said to have been nearly decided. There is still, near as we are to the end of the ordinary yachting season, a "dark horse" in the contest, and that is the *Jubilee*. Very few yachtsmen who are not personally interested to resist such a conclusion now doubt that the *Vigilant* is a faster all-round boat under any conditions of weather than the *Pilgrim* or the *Colonia*, but it is not possible to point to any evidence that can be called conclusive that she is so superior to the *Jubilee*. The boats that have already been beaten by the *Vigilant* are now undergoing alterations that are expected to increase their speed. But minor alterations are very seldom sufficient to overcome a decisive superiority. It is fully to be expected that the *Vigilant* will again beat the *Colonia* and the *Pilgrim*. The only question that is left for the trial races to settle is whether she can also beat the *Jubilee*.

While this seems to be the only question at issue, and the lack of any other question will take away much of the interest the trial races might otherwise possess, there is no lack of interest, or of the uncertainty that begets interest, as to the races for the *America's* Cup, to which these trial races are preliminary. Some of our yachtsmen were disposed to resent Mr. CARROLL'S departure for England with the *Navahoe* in quest of the cups taken out by the *Genesta*, upon the ground that if the *Navahoe* beat the *Valkyrie* there would be no interest left in the cup races. They now see that their fears were groundless. If Mr. CARROLL'S spirited and sportsmanlike expedition is culpable at all it is upon very different grounds. He might perhaps be blamed for taking abroad as a representative American yacht a boat which has never won a race or sailed a race in her own home waters, and which, indeed, was an untried racing yacht when she was first entered in a British regatta. It has been pretty well proved that either the *Valkyrie* or the *Britannia* can beat the *Navahoe*, barring luck, and that the place of the *Navahoe* is in the second and not in the first flight of British racers, with the *Satanita* and *Calluna*, and not with the *Valkyrie* and *Britannia*. It is proved also, by actual trial, that the *Valkyrie* is a decided advance upon the *Thistle*, now the *Meteor*, which would have no chance with her except through luck and sea law. Whether the *Valkyrie* is better than the *Volunteer* was when she beat the *Thistle* is an open question that is not likely ever to be brought to a settlement. It is an equally open question whether we have succeeded in making such an advance upon the *Volunteer* as the British builders have undoubtedly succeeded in making upon the *Thistle*. This is a question which THE TIMES has made some attempt at solving, but the data do not as yet suffice for a really adequate solution. It is likely that they will be more complete when the trial races are over. Meanwhile it is the merest guesswork to predict the result of the races of the *Valkyrie* with any one of our cup defenders. It may be a source of some consolation, however, to recall that, except a few especially knowing yachtsmen, Americans in general were of the opinion when the *Thistle* appeared in our waters that she would beat the *Volunteer*, and that the cup was at last destined to return to the repository from which it was taken now more than forty years ago.

FROM INFECTED COUNTRIES.

It was reported two or three days ago that the Consuls representing this country in Germany were soon to hold a meeting for the consideration of various questions relating to the emigration from German ports of persons who had come to those ports from German cities believed to be infected with cholera. The Consuls should also inquire as to the shipment at German ports of emigrants coming from Russia and other infected countries. Two or three months ago notice was given that the local authorities at Hamburg had decided to exclude from that city all emigrants from Russia. But no such rule was enforced or made at any other German port.

The following extract from a Berlin dispatch to the London *Times* of Aug. 17 shows not only that "a continual stream" of Russian emigrants on their way to German ports and America has been passing through that city, but also that these emigrants have been forwarded at public expense:

> "The authorities have directed their attention recently to the danger of an introduction of the epidemic by the Russian emigrants on their way to America, who for many years past have kept the public shelters in Berlin full to overflowing. They are in many cases quite penniless, and therefore unable to proceed on their journey, while others who are provided with tickets have not been allowed to travel to their port of embarkation, and remain in the capital awaiting a settlement of their fate.
>
> "Diplomatic negotiations on the subject have proved so slow that the German authorities have been often compelled to defray the expenses of the journey in order not to be driven to the necessity of turning the continual stream of emigrants from the doors of the shelters."

If these emigrants have not been able to enter Hamburg and take passage from that port, they have been successful, we presume, at Bremen, Antwerp, or Rotterdam. The latest official report of the number of immigrants arriving at this port which we have at hand is that for the week ending on Aug. 19. In that week there came from Bremen 1,955 immigrants, from Antwerp 679, from Rotterdam 156, and from Hamburg 459.

But it is not only from Continental ports that emigrants from Russia take passage. The American Sanitary Inspector at Glasgow reported on Aug. 5 that out of one shipload of 261 emigrants sailing from that port in the preceding week, 162 were Russians or Austrians "of a very undesirable class." At Continental and other ports the emigrants from Russia now seek to conceal, in fact, that they come from that country. Dr. PETTUS, the representative of the Marine Hospital Bureau at Southampton, wrote on Aug. 15: "I have discovered often that Russians are entered on the emigrant manifest as Germans, their own statement as to nationality having been accepted by the agents who booked them." And the Consul at Hamburg reported on Aug. 21 that "the origin of emigrants" arriving at that port was "generally doubtful."

The presence of cholera in all of the principal Continental ports of departure, Hamburg and Havre excepted, warrants the placing of such restrictions and the enforcement of such sanitary rules as will cause a complete suspension of emigration to America from those ports, and this suspension is also required because of the condition of our industries at this time.

THE MILITIA OF THE SEA.

The training of the Naval Reserves is going on during the present Summer upon a still broader scale than in previous years, as the steady growth of this new, flourishing, and useful organization demands. The Massachusetts battalion and part of the Rhode Island have had their practice cruises on the *Miantonomoh*; the Philadelphia and Rochester men have completed their tour on the *San Francisco*; the *Nantucket* is set apart for the use of the North Carolina battalion; the *Monterey* is assigned to the California Naval Reserve. Meanwhile the New-York City battalion has been busy on board the *New-Hampshire* at Oyster Bay, and, with its regular man-of-war routine, its inspections and watches, its boat drills under sail or oars, its target practice, fire drills, electrical and torpedo work, landing parties and shore manœuvres, and its expeditions for distant service as if in an enemy's country, together with swimming, boat races, and parades, has had a varied week's exercise.

It is said with truth by the regular officers who superintend or assist in this work of the Naval Reserves, that the time occupied is too brief for them to become proficient, and that longer or more frequent cruises would be desirable. But the militia for land service only get, on the average, from four to seven days in camp each year, and in New-York the week at Peekskill comes only every other year for the same organization. Hence the naval militia already do relatively as well, although, of course, it will be a great gain whenever more time can be spared for life aboard ship. Besides, the testimony is uniform that they improve very fast. In four days, said the report of the board on the *San Francisco's* cruise, they became "more expert and proficient in their duties than the average crew from a receiving ship would have been at the end of a month." The board that reported on the *Miantonomoh's* cruise pointed out that in the Naval Reserve was a chief engineer who could have taken charge of the engines of a war ship, and also a practical machinist. This recalls the famous experience of a Massachusetts militia regiment in railroad building on its way to Washington at the outbreak of the civil war.

There can be no question of the value of this reinforcement of the regular navy. It is a great source of reliance that in an emergency, when the crews of the ships in commission needed to be increased, or when vessels of the merchant marine needed to be armed and used in the Government's service, a body of intelligent and skilled gunners could be had in the Naval Reserve. There should be battalions in every State on the Atlantic and Pacific seaboards and in the States on the great lakes as well. Congress needs to make only a very small expenditure annually to keep up and increase this valuable auxiliary, and that little should be given without grudging.

Some needless apprehension concerning the health of the President has doubtless been aroused by recent unfounded and seemingly malicious publications. There is room for conjecture as to the motives that prompted the printing of these reports. That they are deliberate inventions, expanding a grain of truth into a mountain of falsehood, is perfectly well established by trustworthy and authoritative statements. The source of the publications in question, while leaving it a matter of doubt whether they were prompted by partisan spirit, by the malice of disappointed members of the President's own party, or by a mere sordid purpose to influence the stock market, certainly suggests to the informed that they owe their origin to one of these causes. Probably no President of the United States since WASHINGTON has suffered more from the malignity and unscrupulousness of enemies who chanced to have access to ink and types. However, Mr. CLEVELAND is in good health and seems to have grown callous or accustomed to this fort of fiendishness. At any rate, he returns to Washington in good spirits and has shown no evidence of having been disturbed by newspaper reports of his illness and sufferings.

THE PRESIDENT IN GOOD HEALTH.

His Face and Hands Well Browned by Out-Door Exercise at Buzzard's Bay.

President Cleveland, Mrs. Cleveland, and Baby Ruth passed through this city last evening on their way to Washington. The Oneida, E. C. Benedict's steam yacht, with the President and family on board, anchored off Greenwich, Conn., early yesterday.

The President and Mrs. Cleveland went ashore and visited Mr. and Mrs. Benedict at their lovely place, The Maples, near Greenwich. After luncheon Mrs. Cleveland went for a drive with the Misses Helen Ripley Benedict and Louisa Benedict.

Mr. and Mrs. Cleveland went aboard the Oneida late in the afternoon. The yacht anchored in the North River off Pier A at 7:45 P. M.

Police Captain Allaire was surprised half an hour later to see the President of the United States and Mrs. Cleveland walking down the pier. Dr. Joseph D. Bryant, the President's physician, had ordered two carriages to the pier to meet the President. Capt. Allaire and his subordinates lined up and saluted the distinguished party as it passed into the carriages.

The ferryboat Cincinnati of the Cortlandt Street Ferry carried the carriages over the river. Dr. Bryant assisted the President and Mrs. Cleveland from the carriages and led the way through the ferry slip to the elevator. Nurse Lena carried Baby Ruth in her arms, and Mrs. Cleveland's maid walked by her side. Mrs. Cleveland rested on the arm of the President.

Two detectives in citizen's clothes flanked the party, and corpulent Policeman Ryan, in full uniform and with club drawn, followed. Assistant Station Master Thomas met the President at the top of the elevator shaft and conducted the party to Vice President Thompson's private car, which had been attached to the regular New-York and Washington express over the Pennsylvania Railroad. Secretary of War Lamont awaited them in the car.

One zealous reporter who attempted to speak to President Cleveland was unceremoniously taken by the collar by one of the detectives and told to keep out of sight.

The President seems a trifle thinner than he was a year ago, but on his face is a ruddy glow. His step last evening was elastic, his carriage erect, and his actions bespoke a person enjoying perfect health. Mr. Cleveland wore a wide-brimmed derby hat and a suit of black serge. His face and hands were well browned by his out-door exercise at Buzzard's Bay.

Mrs. Cleveland was attired in a dark-blue serge Eton suit, over which she wore a long dark-blue cloak.

The President and Mrs. Cleveland, Secretary Lamont, and Dr. Bryant chattered and laughed together in the drawing room of the car.

Baby Ruth, attracted by the crowd outside, pressed her face against the window and waved her hand to those on the platform.

At 9:15 o'clock the train started, and as it drew slowly out of the station the President returned many bows. The Presidential party reached Washington shortly after 4 o'clock this morning.

The Oneida weighed her anchors as soon as the naphtha launch returned from Pier A, turned about, and put up for the night off East Twenty-sixth Street.

AT THE HOTELS.

—Frederick Cook of Rochester is at the Plaza.

—Senator Joseph R. Hawley of Connecticut is at the Murray Hill.

—Baron Fava, Italian Ambassador at Washington, is at the Victoria.

—Don Mario Ruspoli of the Italian Embassy at Washington is at the Holland.

—Congressman John Van Voorhis of Rochester and Thomas Lowry of Minneapolis are at the Fifth Avenue.

Alliance Views of Finance.

COLUMBIA, S. C., Aug. 31.—The Mechanicsville Farmers' Alliance to-day unanimously adopted resolutions reciting that "the money sharks and gold bugs have contracted the volume of money so that there is practically no money in the country to move the cotton crop," and going on:

Resolved, That we earnestly appeal to the Governor of South Carolina to call an extra session of the Legislature not later than Sept. 15 to pass a stay law on all debts falling due on or before Nov. 15, so that we may be enabled to pay our debts without bankrupting ourselves and starving our wives and children.

Resolved, That under the present conditions there is no way whereby we can meet our demands for money to pay our debts without sacrificing our homes and property, which we do not propose to be forced to do. Take our lives, but do not starve our wives and children.

MR. CLEVELAND HAD A TOOTHACHE.

Stories About His Ill Health Had Only One Element of Truth.

From the Philadelphia Times, Aug. 31.

NEW-YORK, Aug. 30.

The only element of truth in the latest story of President Cleveland's illness, which has been printed in Philadelphia, is that he suffered from toothache, and that the teeth which pained him were removed on board E. C. Benedict's yacht. This much is true, and the only reason the President's friends had for concealing the facts is that they feared the story would be exaggerated and distorted by newspaper correspondents, whose standing instructions are to do Mr. Cleveland and his Administration all the harm possible, either within or without the limits of decency.

A Mr. Edwards of the Philadelphia *Press* discovered that the President had been in a dentist's chair, and he surrounded his report of that event with all the cruel and cold-blooded details, true and false, which his imagination could call up. He did not stop at anything to carry out the well-defined purpose of his newspaper, and the result was the publication of a commixture of truth and falsehood which staggered for a moment even those in this city and Washington who were in a position to know the truth and to recognize the animus behind the falsehood.

President Cleveland is a well man. He will return to Washington to-morrow possessed of a vigor and strength which in itself will give the lie to those who failed to kill the effect of his silver message and now aim at his own life. He will reach the White House sound in mind and body, and, if the assurance of his physicians does not allay the fears which the calamity-howlers are trying to stir up, the active position he will take in helping Congress reform the tariff may do it.

The friends of the President have made public to-day the facts of the alleged surgical operation on board the Oneida, and the story is too simple for elaboration. Mr. Cleveland had suffered so much at the hands of untruthful newspaper correspondents in this locality that he felt compelled to seek a quiet spot even to have his teeth looked after.

The result of the operation was a gratifying one, and the President expressed his relief at once. Laughingly, he spoke of the trouble he was giving the physicians in bringing them out to sea to minister to him, and he explained frankly the cause of it. He said that toothache was the one pain which even his rugged frame could not endure. He thought that with the troublesome molars out he could give a good deal more attention to his many duties.

If anything further is needed to refute this and future stories of Mr. Cleveland's health it is an exact understanding of their source. The writer of the latest fiction is that sort of a correspondent of whom it is charity to say that his writings may be influenced by his friends. Some weeks ago he began killing off Secretary Lamont with all the vigor with which he now attacks the health of the President. It was quite a long time before the robust constitution of Mr. Lamont rose superior to the newspapers, but to-day he looks as though he would live for half a century.

It is not likely that Mr. Cleveland or his physician, Dr. Bryan, will dignify the false reports by any sort of a reply. He knows what the resources of his enemies are, and he expects such stories. At the same time, his friends here are very grateful to-day to learn that he is well and that the latest piece of fiction may be shelved along with the many others which have preceded it. It may also be some measure of comfort to those who originated the false reports to learn that they worried the friends of the President in this city for a while, even if the market failed to fall off a point or two in their interest.

The President's Health.

From the Philadelphia Public Ledger, Aug. 31.

MARION, Mass., Aug. 30.—George W. Childs, Editor Philadelphia *Public Ledger*: Holland's story of the President's ill health has a real basis of a toothache. If it has any other Mr. Cleveland's closest friends do not know. I have seen the President at frequent intervals since he first came to Buzzard's Bay this Summer, passing hours and days in his company, in his house, and in the boat fishing with him. I passed all of last Monday with him, fishing, and I have never seen him in better health—never stronger, physically or mentally, and I consider him in both respects the healthiest man I know.

Monday was a very inclement day, the weather damp, the air chilly, the sea rough, and not a day for any but those of the most robust health and strength to be out in. The President stayed out till nearly 7 o'clock P. M., dined, and then went through a great amount of correspondence before going to bed, reading all letters and personally answering all those requiring reply. No one in the most enviable condition of body and mind could have done such an onerous day's work.

Any statements to the effect that "the President is a very sick man" are absolutely without any basis of truth. He is, in fact, a particularly well man, eating, sleeping, working, thinking, and taking recreation in a wholesome, vigorous fashion. That he was a tired man when he came to Buzzard's Bay is true. That he needed rest from the great physical and mental strain that was put on him after the 4th of March is also true, but that he is suffering from any chronic or malignant disease is not true. To his present strength, health, vigor, good spirits, and cheerfulness I can certify of my own personal knowledge. The President would have left Gray Gables on Tuesday for Washington in Mr. Benedict's yacht had he not been storm-stayed. It is quite safe to say that all statements made about his ill health at this time are calculated, and are probably intended, to add to the public distress, and are either pure inventions of enemies or idle, unconsidered gossip. The President is in excellent health.

L. CLARKE DAVIS.

REPUBLICAN NOMINATIONS.

County Conventions Held in St. Lawrence and Franklin.

OGDENSBURG, N. Y., Aug. 31.—At the St. Lawrence County Republican Convention this afternoon at Canton the following ticket was nominated:

For Assembly—George R. Malby; for District Attorney—Ledyard P. Hale; for County Treasurer—Martin R. Sackett; for Special County Judge—Gerret S. Conger; for Coroner—Dr. Charles B. Hawley; for Justice of Sessions—C. A. King.

The only contest was over the School Commissioner from the First District, George G. Royce receiving the nomination on the seventh ballot. Other School Commissioners nominated are F. R. Smith and C. S. Plank. The delegates to the State Convention are W. L. Proctor, George R. Malby, Ira J. Fuller, E. D. Barry, Amasa Thornton, C. A. Wooster, L. W. Russell, J. C. Keeler, C. F. Plank, H. C. Maine, Adam McCormick, C. S. Ferris, E. A. Merritt, Jr., W. A. Moore, E. A. Everett, K. S. Chittenden, John Smith, and John Morrison.

MALONE, N. Y., Aug. 31.—Franklin County's Republican Convention was held at Malone today. Allen S. Matthews was unanimously renominated for the Assembly. There were four candidates for Sheriff and five for Treasurer. E. F. Rowley of Westville was nominated for the former and Edwin R. Tower of Bangor for the latter office. M. E. McClary of Malone and Almanzo Hutchins of Brandon were nominated for School Commissioners. Delegates to the State convention are F. D. Kilburn, A. S. Matthews, F. J. Hadley, H. D. Stevens, F. A. Isham, and H. H. Reynolds.

Guests of the Turkish Minister.

BAR HARBOR, Me., Aug. 31.—Mavroyeni Bey, the Turkish Minister, and Mr. Diodati Thompson gave a very beautiful reception at the Canoe Clubhouse on Bar Island to-night. The clubhouse was outlined with Japanese lanterns. The trees for several hundred yards in every direction were hung with them. The long walk leading from the dock was fenced in with evergreens and lighted with lanterns. There was a very fine display of fireworks both from the shore and from boats anchored in front of the Canoe Club. Hundreds of people viewed the display from boats and the adjacent shores. The clubhouse was elaborately decorated with flowers, which were brought from New-York for the occasion. Supper was served throughout the evening, and dancing was kept up until a late hour. Secretary Lamont left Sorrento to-day for Washington.

Gen. Harrison Visits the New-York.

PHILADELPHIA, Aug. 31.—Ex-President Harrison, Lieut. John F. Parker, Mrs. Parker, and Mrs. Dimmick arrived here this morning from Cape May and were driven to Cramp's shipyard, where they boarded the cruiser New-York. The guests were greeted by Capt. Philip and presented to Judge and Mrs. Egbert Jamison of Chicago. The party made a thorough inspection of the vessel, and all were loud in praising its appointments.

The regulation salute of twenty-one guns, in honor of the ex-President, was not fired because the cruiser had no powder on board.

This afternoon Lieut. Parker, who is attached to the cruiser, gave an informal luncheon on board the vessel to the guests.

The ex-President left for Indianapolis at 4:30 o'clock. Mrs. Dimmick and Mrs. Parker will visit friends at Bryn Mawr until next Wednesday, when the New-York will proceed to sea.

PERSONAL GOSSIP.

—Mr. Frederick H. Fowler, clerk of the Massachusetts State Board of Agriculture, has discovered, in indexing its reports, one made by Dr. Oliver Wendell Holmes in 1849, as Chairman of the committee on a ploughing match at the Berkshire Society's annual fair. It begins: "The plough is a very ancient instrument. It is written in the English language, p-l-o-u-g-h, and by the association of free and independent spellers, p-l-o-w. It may be remarked that the same gentlemen can, by a singular process, turn their coughs into cows, which would be the cheapest mode of raising live stock; but it is to be feared that they (referring to the cows) would prove but low-bred animals."

—Ex-Secretary Richard W. Thompson of Indiana, who is now eighty-four years of age, says that in early life he was an excessive chewer of tobacco, but fearing ill effects upon his nervous system he abandoned the practice over fifty years ago, and has never taken a chew since. But he has been an incessant smoker all the time, and is one now, "not permitting much time to elapse between cigars between breakfast and bedtime, which is, ordinarily, near midnight." The cigars he smokes are very mild ones.

—Miss Catherine Cole writes from Chicago to the New-Orleans *Picayune* that the unpopularity of Miss Phœbe Cozzens has doubtless come to an end, as she owns a lot of wooded land in a Southern State, and has just received letters from land agents informing her of its enormous value, so that she will be a millionaire. Miss Cozzens, she says, is a slender, black-robed woman, with the saddest face you ever gazed upon.

—The Prohibitionists of Nebraska nominated a woman, Mrs. Ada Rittenbender of Lincoln, as their candidate for Justice of the State Supreme Court. They also nominated two women for Regents of the State University—Mrs. C. H. Walker and Mrs. J. P. Heald. One forlorn man was named for Regent, and is the solitary representative of his sex on the general ticket to be voted for at the election in the Fall.

—Chairman Isaiah D. Ucker of the Philadelphia Civil Service Board tendered his resignation two weeks ago because of the heavy work that is entailed, but Acting President Theodore Roosevelt has asked him to withdraw it, as the commission is unwilling to lose his services. Mr. Ucker persists in his request to be relieved from the onerous duties. He is an independent Republican.

—Gov. Smith of New-Hampshire has appointed the Hon. John Hatch of Greenland Bank Commissioner to fill the unexpired term of William R. Hurd, who has resigned. Mr. Hatch is a successful lawyer and a Democrat in politics. His selection meets the approval of Democrats and Republicans alike of the Granite State.

SMALL TALK.

—The Park Commission of Cleveland, Ohio, has received a gift of about 300 acres of land for park purposes, extending from the Shaker Heights property to Euclid Avenue. It is claimed that with this addition the East End Park system of Cleveland will be one of the finest in the world, beginning on the lake shore at Gordon Park and extending along a proposed new boulevard to Wade Park, and thence to the heights, where a splendid view of the entire system can be obtained.

—The Welsh in the United States claim that they are in number as many as their countrymen in Wales, and they also claim that one of their ancestors forestalled Columbus in the discovery of America by 272 years. They base their assertions on historical traditions and the manuscripts of old Welsh bards on the one hand, and on the prevalence of Welsh in many of the languages of the Indians, both of South and North America, on the other.

—Wednesday was the thirty-first anniversary of the second battle of Bull Run, and the Utica *Observer* takes the occasion to say that the day of the battle was one of some glory and more disgrace and humiliation to the American people, and that the glory was all due to Gen. Fitz John Porter, "who, by wise generalship and personal bravery, saved the Union Army from utter annihilation."

—The Children's Free Hospital in Detroit, Mich., is to have a new and admirable building, meeting completely its many needs, Mr. Hiram Walker of that city having given $125,000 for its erection. Only sick and destitute children are eligible to admission.

—A water main burst in front of a house in Allegheny City, Penn., a few days ago, and the occupant of the house has made a demand on the town for $5 as recompense for the fright he thereby experienced.

NUGGETS.

—Harry was in the baby class at school, and when it came his turn to tell a story about the problem "seven less six," this is what he told:

"My dog was sick and I had seven doctors. After a while I sent away six and then the dog got well."—*Youth's Companion.*

—"Hicks is crazy about etiquette. He saw in the paper the other day that in the best circles the wife ladles out the soup, and he has consequently given up soup."

"Why?"

"He has no wife."—*Harper's Bazar.*

—"Why," said the voluble man, "we are getting to a point where gold will be a drug in the market."

"May be so," was the reply. "And I'm thinking it's the kind of a drug that will act as a tonic to our financial system."—*American Industries.*

—We are asked by an Ohio paper to believe that a dog in Clermont County stands four feet and a half high and weighs 298 pounds. This is entirely beyond the bow-wownds of probability.—*Chicago Tribune.*

—The school children are returning home well tanned. Many of their fathers used to get tanned, but quite as often when at school as when off in the country.—*Boston Traveller.*

—An axiom well applicable to the present is: "There is nothing so uncertain as the minds of the multitude."—*Hardware.*

—Every man with a bright son believe in heredity.—*Atchison Globe.*

John A. Lee Society Outing.

COLLEGE POINT, L. I., Aug. 31.—College Point was invaded by Tammany hosts to-day, in connection with the second annual outing of the John A. Lee Society, which hails from the Nineteenth Assembly District, New-York. There were 500 of the braves in attendance, and they were arrayed in red shirts, fatigue caps, and black trousers.

They had for guests Judge McMahon, Assemblyman Kerrigan, Alderman Burk, and other political stars. President Edward J. Locklin was Grand Marshal and had for aides Frederick Bernstein and James J. McDonnell.

They made Donnelly's Boulevard Park their headquarters while here and had a jolly breakfast, a joyous dinner, and a hilarious series of athletic sports, including mile walks, runs, baseball, and football.

Ocean Grove's Camp Meeting Over.

OCEAN GROVE, N. J., Aug. 31.—The great camp meeting closed to-day. There were 8,000 present at the service this morning when twenty-six infants were baptized, and 1,800 Christians partook of the sacrament of the Lord's Supper.

Among the communicants were 127 boys and girls who had been converted in the children's meetings during the camp meeting. Dr. Stokes, in his closing address said that over 700 had been converted in the last ten days and that thousands of Christians had been strengthened. The work of erecting the fifty-thousand-dollar auditorium will be commenced next month.

Killed by a Long Island Train.

SPRINGFIELD, L. I., Aug. 31.—A man about fifty years old was struck by the 8:35 A. M. west-bound Babylon train on the Long Island Railroad at Springfield and instantly killed. The man was walking upon the east-bound tracks and stepped out of the way of a train going in that direction, directly in the way of the one which killed him.

A notebook in his pocket bore the name of L. Disbrow, New-Rochelle, N. Y.

NO FEAR OF AN UNLUCKY DAY

REPUBLICAN STATE CONVENTION DOWN FOR A FRIDAY.

Syracuse Fixed On as the Place and Oct. 6 the Date—The Only Light in the Gloom at the Committee's Meeting the Expectation that Democrats Will Name Judge Maynard for the Court of Appeals Bench—Defeat Is Looked for at All Other Points.

As THE NEW-YORK TIMES announced yesterday would be done, the Republican State Committee, acting under orders from Thomas C. Platt, yesterday decided to hold the Republican State Convention at Syracuse on Friday, Oct. 6, the day following that fixed by the Democrats, who are to meet at Saratoga.

It required a great deal of explanation to make clear why a day regarded as unlucky should be chosen and why the time should be set so close to that fixed on by the Democrats. But it was explained by a number of committeemen who are supposed to have the confidence of Mr. Platt that the Republican policy of a short campaign had deceived the Democrats into calling their convention at a date later than there was any necessity for.

Mr. Platt regarded this as a piece of successful strategy.

By 11 o'clock a number of Republicans had congregated in the lobby of the Fifth Avenue Hotel, many of them strangers to men who have been following Republican gatherings for many years.

The veteran Thomas Murphy, ex-Collector of the Port of New-York, who above all others is entitled to the credit of having introduced Chester A. Arthur into New-York State politics, by having suggested his name to President Grant for the Collectorship, said to a reporter for THE NEW-YORK TIMES: "I was in hopes of seeing a number of the old faces here to-day, but there are not more than three or four who were active in politics in this city twenty years ago." Having expressed this sentiment, Senator Murphy took his departure from the hotel with mournful mien.

A few of the old timers who have been conspicuous figures in Republican gatherings, local, State, and national, for a quarter of a century, were Col. John R. Lydecker, who was Surveyor of the Port under President Grant; ex-Judge Jacob M. Patterson, and Cornelius Van Cott. Such distinguished Republicans as Warner Miller and Frank Hiscock, who have divided honors in the past with Mr. Platt, were conspicuous by their absence.

Pending the meeting of the committee, the one topic of conversation was in relation to the succession in the Court of Appeals. There was not a Republican of any political discernment who did not express the opinion that Judge I. H. Maynard, the favorite of the Democratic leaders, would be nominated by the Saratoga Convention. This was the only shaft of light that apparently struck through the gloom of the Republican gathering, for every man present of any experience was convinced that the nomination of Judge Maynard was tantamount to his defeat.

Then the question of who would be the choice of the Republican Party was discussed. The country representatives were all in favor of a New-York City candidate, while the politicians from this end of the State declared the legal talent in the interior ought to have a chance at the nomination.

Regarding the other places on the State ticket very little was heard for the reason that even the most sanguine Republicans have abandoned all hope of success for any office except that of the Court of Appeals. But a number of ambitious Republicans, looking toward the future, and with a desire to have their names and careers paraded before their constituents, expressed a willingness to take the chances of nomination and of defeat rather than to have the nominations go begging.

Promptly at 12 o'clock word was passed that the meeting was to be called to order. Mr. Platt broke away from a number of friends and marched off in the direction of the historical parlor D R, followed by a number of faithful henchmen. When Chairman Brookfield called the meeting to order, it was noticeable that the proxies about equalized the members of the committee who responded to the roll call. The districts were represented by the following gentlemen:

First District, William A. Jones, Jr.
Third District, James W. Birkett.
Fourth District, Charles M. Newins.
Fifth District, William J. Taylor.
Sixth District, Robert M. Johnston.
Seventh District, Cornelius Donovan.
Ninth District, John Collins.
Tenth District, Robert A. Greacen.
Thirteenth District, William Brookfield.
Fourteenth District, Charles F. Bruder.
Fifteenth District, Henry Grasse.
Seventeenth District, Benjamin B. Odell, Jr.
Nineteenth District, John A. Quackenbush.
Twentieth District, William Barnes, Jr.
Twenty-seventh District, Clarence G. Brown.
Thirtieth District, James W. Wadsworth.
Thirty-first District, George W. Aldridge.
Thirty-third District, John N. Scatcherd.
Additional member, J. R. B. Smith.

The following proxies were present:

Eighth District, Cornelius Van Cott for L. L. Van Allen; Twelfth District, William Henkle for William N. Hoag; Sixteenth District, Job B. Hedges for E. A. McAlpin; Eighteenth District, —— Sharpe for Charles F. Cantine; Twenty-first District, R. L. Fox for David F. Wilber; Twenty-second District, Philip Keck for W. L. Proctor; Twenty-third District, Floyd J. Hadley for Frederick D. Kilburn; Twenty-sixth District, Taylor L. Arms for George W. Dunn; Twenty-ninth District, J. B. H. Mongin for John F. Parkhurst; Thirty-second District, George Urban for John R. Hazel; Thirty-fourth District, John Woodward for W. J. Glenn.

The first business was the filling of the vacancies in three districts. In the Second District W. J. Buttling was chosen to succeed the late William Henry Beard. In the Eleventh District W. S. Daly succeeds John R. Nugent, who has joined the Democratic Party, and in the Twenty-eighth District ex-Assemblyman Barnet H. Davis of Palmyra, the new Republican leader in Wayne County, was chosen to succeed the late John H. Camp.

Clarence G. Brown of the Onondaga district offered a resolution, which was seconded by Colonel George W. Aldridge of Rochester, that the Republican State Convention be held at Syracuse on Friday, Oct. 6. The resolution was unanimously adopted.

Chairman Brookfield appointed Committeeman William Barnes, Jr., Thurlow Weed's grandson, and his successor as editor of the Albany *Evening Journal*, and Committeemen Grasse of New-York and S. Scatcherd of Buffalo a committee to prepare resolutions on the death of their colleagues, Beard and Camp, and the late Treasurer of the State Committee, A. C. Cheney.

The committee then adjourned to meet at the Yates House, Syracuse, at 8 P. M., on Thursday, Oct. 5.

The Republican Convention this year, based on the vote for President last Fall, will consist of 732 delegates against 777 last year. New-York City's thirty districts are entitled to 127 delegates, Kings County's eighteen districts to 90, Richmond County to 5, Queens to 15, Suffolk to 8, and Westchester to 16.

It is believed that Chairman Brookfield will retire from the head of the State Committee this Fall, and that ex-Collector Francis Hendricks will succeed him.

Claim He Died of a Broken Heart.

Adam Korst, a young butcher, of 893 Flushing Avenue, Brooklyn, was buried yesterday in Evergreens Cemetery. The physician who attended him certifies that he died of cholera morbus, but Korst's friends assert that he died of a broken heart.

Korst was formerly employed by Henry Hook, and bought the butcher's shop from him for $500. Korst's friends claim that Hook signed an agreement not to open another shop in the vicinity.

Korst began business under favorable auspices, but Hook opened a shop across the street. His old customers traded with him, and Korst found he could make no money. He had to abandon the idea of marriage and became dejected. Finally he became ill and on Tuesday night he died.

Supervisor Kinkel May Veto It.

It is thought by Kings County Court House politicians that Supervisor at Large Kinkel will veto the resolution passed by the Board of Supervisors on Tuesday increasing the salaries of the employes of the Supervisors. Mr. Kinkel is believed to have more rigid ideas of economy than his colleagues in the board.

If he does veto it, it is likely that the resolution will be allowed to die, as there are probably not twenty-one Supervisors who would have the hardihood, at the present time, to insist upon increasing the burdens of taxpayers.

New-Yorkers at the Windermere.

CHICAGO, Aug. 31.—Among the New-Yorkers registered at the Windermere to-day are Dr. and Mrs. I. N. Beekman, Misses Josephine and May Beekman, Miss Fay Audrain, Mrs. Charles Kellogg, C. P. Kellogg and sons, and A. Keppard and party.

GOV. FLOWER EXPECTED TO-DAY.

Naval Reserves to Have a Dress Parade—They Are Doing Good Work.

OYSTER BAY, L. I., Aug. 31.—The Fourth Division of the Naval Reserve, which returned from Bay Shore by rail Wednesday night, makes a good report of the march. The division beat the National Guard record for similar marches. The distance is twenty-one miles, and the reserves marched it, including the encampment for dinner, in ten hours, the last five miles being made in an hour and a quarter. Each man carried his blankets, overcoat, rifle, towels, &c. Gunner's Mate Beall, Coxswain Slesenger, and Seaman Seagrave, having the wagon and gun in charge, were forced to make a detour, adding five miles to the distance, and arrived at Camp Miller less than two hours behind the detachment. Prof. Volckening of the Fourth Division, torpedo crew, made a topographical survey and map of the entire route.

When thirteen miles had been marched, a halt was ordered, and the men, through the thoughtfulness of Lieut. Stayton, in command, were treated to a surprise in the form of a keg of beer which had been carefully stowed in the whaleboat. This revived the tired men. The only accident of the march was a sprained ankle by one of the men.

The First Division, under command of Lieut. Forshew, marched into Cold Spring Harbor at 5 o'clock this morning, after an all-night march, with unflagging spirits. The division had marched from Bay Shore under the weight of camp equipage. They encamped for breakfast, after which they embarked for the ship, which they boarded at 8 o'clock. All were in good condition, except for the fatigue occasioned by the march. Lieut. Forshew reported a successful journey, the men having made the heavy march, some of which was through mud two or three inches deep, with good nature. The men crossed Great South Bay in their boats, and executed the skirmish drill on Fire Island Beach, where they went into camp. They were enthusiastically received all along the line of march, the people coming to the doors wherever possible to wave them a greeting.

The Fourth Division was called away to target practice at 9 o'clock, with the one-pounder rapid-firing gun at a 500-yard range. Fifteen shots were fired, thirteen of which were effective, four bull's-eyes being made. The fourth division retains the championship for marksmanship, through the untiring energy and skill of Lieut. Stayton.

All hands were piped on deck after mess, for skylarking. The band was stationed on deck. The skylarking lasted until 1:30, about an hour. This is an unusual proceeding, being, on this occasion, in honor of the commander's wife, Mrs. Miller.

The Second Division, fully equipped for a night in the enemy's country, was ordered to turn in to the boats at 3 o'clock. They rowed to Centre Island, where a landing was effected. The men were formed and marched into the interior until a strong position was found for camp. Here they put out their picket line and prepared for a night among hostiles.

The Third Division, under Lieut. Duncan, similarly fitted out, effected a landing at another point later and went into camp. This made the two hostile camps, and the object of each was to surprise and capture the enemy.

The forenoon to-day will be devoted to boat racing, &c. In the afternoon a dress parade will take place at the Polo Grounds, Oyster Bay, in which Commander Miller and his staff will take part. Gov. Flower and staff are expected to be present.

ALBANY, N. Y., Aug. 31.—Gov. Flower returned from his outing in the North Woods this evening. He had heard nothing of the application made for the pardon of Sergt. Crowley. When informed that such a document was in his office he said he might be able to take up the matter to-morrow.

The Governor was pretty well browned up.

"I killed m deer," he said with some satisfaction. "I caught her just as she was looking over some brush. Nothing but her head was visible. The bullet entered the black spot on her nose and came out back of the horns."

The Governor says he killed but one deer, and that in the Saranac region last Saturday. He says that his vacation in the woods has done him a world of good.

WON PULITZER SCHOLARSHIPS.

Ten Boys Pass the Examinations and Can Now Prepare for College.

The ten scholarships recently offered by Joseph Pulitzer to boys desirous of preparing for and taking a college course have been awarded, after competitive examination, to the following applicants:

Isidore Delson of 324 East Seventy-seventh Street, Max Feldman of the Hebrew Orphan Asylum, James J. Finnigan of 167 Amsterdam Avenue, Joseph M. Lesser of 208 East Fifty-seventh Street, Frank McCutchan of 1,053 Third Avenue, E. Daniel Miner of 1,150 Forest Avenue, Abraham Neugroschl of 114 East Ninetieth Street, Thomas A. Rothwell of 410 East Fifty-first Street, John Smith of 462 West Fifty-second Street, and Arthur S. Wilson of Marion Avenue, Fordham.

Mr. Pulitzer notified the Board of Education last June of his gift of $100,000 to the building fund of Columbia College. This gift was made for the purpose of enabling deserving graduates of the grammar schools to obtain a college education, and the opportunity to benefit by it is given to those who win the scholarships established by Mr. Pulitzer five years ago.

Each of these scholarships is worth $250, which sum is to be paid yearly. In order to give the winners of these scholarships the opportunity to prepare for any college they might choose, Mr. Pulitzer made his gift of $100,000, and the Trustees of Columbia College agreed to give the preliminary training to ten grammar school graduates every year.

The examinations were held at the Teachers' College, 9 University Place, July 10 and 11, and the ten winners will receive from Mr. Pulitzer's fund $250 a year for a period of six or seven years, and when the scope of the fund is complete there will be seventy boys receiving this sum annually.

The successful candidates will be prepared for the colleges of their choice at the Teachers' College, and the course will cover three years. The examinations were in English, United States history, arithmetic, and geography.

In selecting the winners, the examiners considered not only the work of the candidates, but made careful investigation of their moral characters and home surroundings.

Marquis de Croisic Assigns.

Richard de Logerot, Marquis de Croisic, the manager and proprietor of the Hotel de Logerot at 124 and 128 Fifth Avenue, the Croisic at Fifth Avenue and Twenty-sixth Street, and the Hotel de Logerot at Newport, made an assignment yesterday, without preference, to George G. Guion.

It is said that all the creditors would not sign the proposed extension which the creditors who attended the recent meeting accepted. His liabilities are reported to be $147,000, and he values his assets nominally, at $300,000. He now lives at the house owned by Mrs. Langtry at 361 West Twenty-third Street, which he recently refitted.

A Train Taken Possession of by Tramps.

ASHLAND, Mass., Aug. 31.—Twenty-five tramps took possession of a freight train at this place this afternoon and rode as far as South Framingham, where the train was met by a squad of officers, who had been telephoned for, and, after a lively tussle, during which clubs were freely used, the gang was arrested.

Protecting the Wires.

To the Editor of the New-York Times:

To return once more, and briefly, to the subject of "Protecting the Wires," and to your comments in to-day's issue, I do not wish to be considered as suggesting that the obstacles, other than expense, are insurmountable; on the contrary, the position you take, that large cities should be provided with uninterrupted communication by underground wires, is entirely feasible, especially for emergency purposes. Such methods are successfully employed abroad, covering long distances, but under Government auspices. It would be infinitely better to have slow communication by underground wires than none at all; but, as these devastating storms rarely cover a wide range of territory, it would be possible in emergencies to employ short sections of cable, bridging the gap, through which good and rapid service could be had in conjunction with aerial lines.

Reference to maps showing cable routes, particularly the coast along South America, suggests a plan, practicable along our own Atlantic coast, that would connect all the great coast cities by submarine cable. A scheme of this kind would avoid many difficulties in construction involved in a cross-country cable system, and it would prove a valuable adjunct to the life saving and signal service, whose pole lines along the coast are often exposed and fully as unreliable as those of the different telegraph corporations. Underground or submarine wires as suggested, however, are not to be expected from private corporations, because there is no money in it. Therefore, I plead for what is assuredly possible, practicable, and remunerative, and of which the long distance telephone gives us practical and ocular demonstration every time the wind blows and the rain falls—*i. e.*, first-class modern pole lines.

The absolute prostration of telegraphic communication from time to time, and of which the press is more cognizant than the public, is wholly unnecessary and wrong. AN OLD-TIMER.

NEW-YORK, Aug. 31, 1893.

WORK FOR CONGRESS TO DO

NOT PROBABLE THAT IT WILL ADJOURN AT AN EARLY DAY.

Will Be Asked to Give Its Attention to the Question of Raising Revenue as Well as that of Reducing Tariff—Expenditures of 1894 Likely to Exceed Receipts by $50,000,000—Deficiency Caused by Falling off Of Income—Various Measures of Relief Spoken Of.

WASHINGTON, Aug. 31.—Beginning next Monday, Sept. 4, the Ways and Means Committee will give hearings to persons interested in tariff legislation, and the hearings will be continued until Sept. 20. The notice was authorized to be made yesterday, after it had been discussed the day before in the committee, and it is probable that on Monday the committee will hear Mr. James F. Swank, representing the American Steel and Iron Association, which expresses the opinion that steel and iron should not be disturbed in any attempt at tariff revision.

There has been some difference of opinion among Democrats here whether the Congress should sit without interruption from this time until the final adjournment of the first session, or whether it should go right on and attend to all sorts of work as it would have done if it had not been called together to grapple with an emergency.

It appeared that the Administration believed that there would be a recess if the repeal bill was disposed of soon after the meeting, and that the Ways and Means Committee and the Appropriations Committee would thus obtain opportunity to prepare some of their measures free from the interruption that all members must suffer when attempting to attend to committee duties and follow proceedings in the House.

Secretary Carlisle is quoted as having reached the conclusion that a recess, for any but a brief time, is out of the question. He did not expect, of course, to constrain the House, but it was because he did not see that there would be any occasion to remain that he had expressed the belief that the members would try to get away for a month or two.

Mr. Wilson, Chairman of the Ways and Means Committee, who has been of the opinion that a recess would be wise, and is still of that opinion, has not authorized any official assertion that the House is to take a recess, and he is prepared to accept the order of the House as to the prolongation of the extra session so as to make it run into the regular session. Still, he has an opinion.

"I do not think," said he, "that a recess would delay the preparation of a tariff bill. We can work better, as far as the Committee on Ways and Means is concerned, with the House away from here than we can if it should remain in session. We lose an immense amount of time while the House is here for the reason that we must naturally spend considerable time in the House, and, in addition to that, we are beset with calls and demands requiring our time and attention.

"If the House was to take a recess, however, until about the 1st of November, the committee would have ample time and opportunity for the preparation of a bill, to be brought in when the time for meeting arrived. I am very positive in stating that I would not undertake to have a bill ready in less than two months. I make this statement, based on my experience in framing tariff bills heretofore. It would be out of the question to promise a bill in less time."

Two months would not be a long time to give the committee, but it will not be as much time, with the Congress here, as would be enjoyed if the Congress decided to take a recess, during which the bill might be in preparation. Should the bill be brought in Nov. 1 or on Dec. 1, it would be quick work to get it through the House and the Senate so as to make it possible to put it in operation on May 1, or even on July 1.

Some of the Treasury officers have suggested, and the suggestion is said to have the approval of the Secretary, that it is desirable that the new tariff should take effect July 1 because that is the beginning of the fiscal year, and the adoption of that date would be helpful in making records and comparisons.

Secretary Carlisle desires to help the Ways and Means in making the Tariff bill. If Congress should be in recess, he would be able to help the committee more than he would with the Congress in session, for the office seekers in Congress still consume much of the Secretary's time.

The Ways and Means Committee will be brought face to face with the question of raising revenue as well as that of reducing the tariff, and the Secretary of the Treasury will be interested in what the committee undertakes to do to raise money, for it begins to look as if the expenditures of 1894 would be $50,000,000 more than the receipts.

Possibly the Ways and Means will be called upon to deal with propositions to increase the whisky tax, to authorize a tax on firearms, and to restore some of the tax on tobacco that was taken off not many years ago.

There will be great reluctance to restoring the duty on sugar, but there will be none to taking the bounty from sugar.

It is assumed that the receipts from customs may increase when duties are lowered.

The thing that many Democrats will not approve, and that the Administration will refrain from as long as possible, is the issuing of new bonds. The Secretary will have to demonstrate very eloquently to Congress that he needs to sell bonds to increase the stock of gold before the House will agree to any increase of the public debt.

At the present rate of receipts (as will be shown by the official figures to be issued to-morrow) the aggregate receipts for the current fiscal year will be $330,000,000. The rate of expenditures for the past two months, if continued through the rest of the year, will amount to $426,000,000. If this ratio were kept up the deficit at the balance of the year would therefore be nearly $100,000,000, but this ratio is not expected to continue. The receipts, it is believed, will be greater and the expenditures lighter. The actual receipts for July and August of the current fiscal year aggregate $55,000,000.

The receipts for the same months for the fiscal year 1892 aggregated $68,000,000, so that there has been a loss during the first two months of the present fiscal year as compared with the same months of the previous fiscal year of $13,000,000. In other words, receipts are coming in at the rate of $330,000,000 a year, when during the corresponding months of last year the receipts were at the rate of $408,000,000.

The actual receipts of the Government for the fiscal year ended June 30, 1893, were $385,818,628, or at the rate of about $32,000,000 a month, while the present rate of receipts is about $27,500,000 a month. The expenditures for the first two months of the current fiscal year amount to $71,000,000, or at the rate of $426,000,000 a year, while the expenditures for the corresponding months of the last fiscal year amounted to $68,000,000, or at the rate of $408,000,000 a year.

It will be noticed that the rate of receipts and expenditures on the 1st of September, 1892, ran evenly, while at the same period this year the receipts and expenditures are nearly $100,000,000 apart. This large disparity between the receipts and expenditures of the Government is not likely to continue. It is difficult in view of fixed permanent appropriations to reduce to any great extent the expenditures of the Government, but it is believed that they will not greatly exceed at the end of the present fiscal year $400,000,000. The expenditures for the previous fiscal year were $383,000,000.

In the matter of internal revenue alone it is ascertained that at this time there are 146,000,000 gallons of spirits in distillery warehouses, as against 126,000,000 gallons for the same period of last year. This means that $18,000,000 in internal revenue taxes, which last year were in the Government coffers, are now locked up in bonded warehouses, the owners not having the money with which to pay the taxes. This large sum of money will, of course, be unlocked in time and gradually find its way into the Treasury.

Not so, however, with custom revenues. All advices point to the fact that importations are falling off, and receipts, of course, from that source fall with them. It is estimated, however, that at the present time there is locked up in bonded warehouses in New-York $13,000,000 worth more goods than were in New-York warehouses at the same period last year. The amount of revenue which these goods will pay is not easily estimated as that on goods in distillery warehouses. It is considerable, however, and as soon as money becomes more plentiful will find its way into the Treasury.

While the Government receipts have been falling off and the expenditures continuing, the difference has had to be met from the cash in the Treasury. On July 1 the available Treasury balance, including the gold reserve, was $124,000,000; on Sept. 1 the same balance will be $107,000,000, showing a decrease of $17,000,000. This balance is composed of $97,000,000 in gold and $10,000,000 in fractional currency, &c.

The inroad made on the Treasury cash by the falling off of receipts has occasioned much concern, and Secretary Carlisle and those associated with him in the conduct of the Treasury Department have during the past month had frequent conferences as to the best means to be taken to prevent the balance from running so low as to cause uneasiness or distrust. It is admitted on all hands that if the gold reserve, together with the available cash, should be reduced as low as $75,000,000 or $80,000,000 a point would be reached where it would be wise to build up the Treasury balance.

No action looking to this has been taken up to this time by Secretary Carlisle, for two reasons. The first is that he does not desire to complicate the financial discussion in Congress by thrusting upon it the recommendation to strengthen the Treasury, and the second is that he has hoped that the Government revenues would so increase as to make Congressional action unnecessary.

This hope has not yet been realized, and a number of financial propositions for the purpose of building up the Treasury cash are under discussion.

The one that seems to meet with the most favor is to have passed by Congress a joint resolution permitting the Secretary of the Treasury to anticipate the coinage of the 130,000,000 ounces of silver now in the Treasury and to issue silver notes against the seignorage. This, it is stated, would immediately place $50,000,000 to the credit of the Treasury available to meet current expenses.

This proposition, however, like all other financial propositions and schemes, has opposition, and it is not probable that this or any other scheme will be submitted to Congress by Secretary Carlisle until the silver question is disposed of one way or the other.

IN PRISON FOR EMBEZZLEMENT.

A. A. Thompson of the Perry Stove Company Charged with Taking $19,000.

Arthur A. Thompson, a young man of Brooklyn, who has been in the employ of the Perry Stove Company of Albany at their New-York agency, 105 Beekman Street, is a prisoner in the Tombs charged with embezzling $19,000 of the company's funds.

He was arraigned in the Tombs Police Court yesterday morning, but at the request of John T. Perry examination was postponed until Sept. 6. Mr. Perry afterward had a talk with Thompson, and it is understood that he agreed that if Thompson's friends would settle the matter he would withdraw the charge on the day set for the examination.

Thompson, who is twenty-nine years old, has been in the employ of the Perry Company for fifteen years, beginning service as an errand boy and advancing rapidly until ten years ago he became the Superintendent of the company's New-York agency. About two weeks ago suspicions of Thompson were aroused, the firm having learned that he was a frequenter of the race tracks and frequently bet large sums of money. Experts were then placed at work on his books, and when Thompson learned of this he left the office.

The experts working on the books soon discovered that he had taken $19,000 within the last fifteen months, and it is possible that he may have taken more.

Detectives found Thompson at the Astor House Wednesday night, very much intoxicated, and arrested him.

Thompson was seen in the Tombs last night by a reporter for THE NEW-YORK TIMES. He denied that he had spent the money on the race tracks and said he had never gambled. He said his friends were making efforts to adjust the matter, and he hoped to settle it before the day set for examination.

Thompson was formerly an officer on the staff of Col. John N. Partridge of the Twenty-third Regiment of Brooklyn, with the rank of Lieutenant. He is also a veteran of the same regiment, but has been out of the service for several years. He is a married man, and when speaking to the reporter yesterday about his wife he wept over the disgrace he had brought upon her. He received a salary from the Perry Company of $5,000 a year.

Mr. John T. Perry returned to Albany after leaving court yesterday. The employes at the company's office said they had been instructed by him not to talk about Thompson's case.

OBITUARY.

William Metcalf Bliss.

William Metcalf Bliss died at his residence at Orienta, Mamaroneck, last Tuesday, in his eighty-second year. He was born in Troy in 1812, and came of a line of the best Puritan ancestry, men distinguished for three generations in the legal profession. His father, William Metcalf Bliss, was a man of marked ability, and among the distinguished men who studied law in his office was Gov. William L. Marcy, who afterward appointed him Master in Chancery. His grandfather, Moses Bliss, was a Judge of the Court of Common Pleas for the County of Hampshire, Mass., and his grandmother was a niece of the famous Jonathan Edwards. His uncle, George Bliss of Springfield, Mass., was also a distinguished jurist in Western Massachusetts, all of these gentlemen being graduates of Yale.

Mr. Bliss came to this city about sixty years ago and entered upon a long and prosperous mercantile career, and later in life was prominent as President of two of the city national banks. He inherited all the literary tastes of his family and was a man of wide culture. He was twice married, his first wife being Miss Champion of Troy. His second wife, who survives him, is a daughter of the late Ellis Baker of Albany. The funeral will take place at St. Thomas's Church, Mamaroneck, this morning, at 11 o'clock.

George T. Lain.

George T. Lain, publisher of the Brooklyn City Directory, died Wednesday in Hurleyville, Sullivan County, N. Y. He was born fifty years ago in Goshen, N. Y.

He learned the printer's trade and twenty years ago began publishing the Brooklyn City Directory. He was a member of the Hanson Place Baptist Church. He leaves a wife, two daughters, and a son, George T. Lain, Jr. The family live at 146 South Portland Avenue, Brooklyn.

Obituary Notes.

MICHAEL SCHALL, the ex-banker of York, Penn. died yesterday at his farm. Death resulted from the accidental discharge of a gun while he was hunting. He was one of the most prominent citizens of York, and was well-known throughout the State. He was a member of the banking firm of Schall & Danner, and a few years ago was one of the most extensive car builders in the State. He was closely identified with iron interests, and during his career was interested in a number of rolling mills and furnaces in Pennsylvania. He was considered one of the wealthiest men in York until two years ago, when he met with reverses.

HUGH SISSON, senior member and founder of the firm of Hugh Sisson & Sons, steam marble workers, died at his residence in Baltimore County, Md., yesterday. Death was caused by a fibrous growth in the stomach, to remove which an operation was performed last week. Mr. Sisson was one of Baltimore's best-known citizens and the most extensive manufacturer of marble work in the South. He held many positions of trust and responsibility.

MRS. VIOLETTE S. NORTON, sixty-eight years old, widow of Sidney S. Norton, for many years Postmaster of Port Jefferson, L. I., died at her home in that town yesterday. Mrs. Norton leaves one son, F. P. Norton, and three daughters, Mrs. Preston H. Sutherland of New-York, Mrs. F. E. Rayner, and Mrs. S. J. Gaydon of Port Jefferson. The funeral services will be held at 1 P. M. to-day, at her late home.

CHARLES H. BARKER, M. D., sixty-two years old, died at his home in Jamaica, L. I., yesterday. He spent his life in Queens County, and was widely esteemed for his benevolent character. For twenty years he was a vestryman in Christ Church, in which the funeral services will be held at 4 o'clock Saturday afternoon. One daughter, Mrs. Scovil, survives him.

BUSINESS TROUBLES.

THE C. & C. COMPANY, dealers in railway specialties at Chicago, with branches in New-York, Bridgeport, Boston, and Montreal, for which Edward Eldridge has been appointed receiver in Chicago, has an office in this city at 29 Broadway. It was said there yesterday that it was hoped the company would be able to get out of the hands of a receiver in a short time. William L. Findley of 44 Pine Street is President of the company, C. F. Quincy, Treasurer, and Arthur Crandall, Secretary. The company was formerly called the Dunham Manufacturing Company and was incorporated in June, 1886, with a capital stock of $50,000, which was afterward increased to $200,000. Mr. Findley said he could not tell what the liabilities of the company amount to. There are no liabilities due here, and the assets are in Chicago, where the headquarters are and where the business has been done.

THE COWLES ENGINEERING COMPANY, manufacturers of boilers, &c., at the foot of Forty-third Street, Brooklyn, has made an assignment to Vanix Carter, Treasurer. It was incorporated under New-Jersey laws in June, 1890, with a capital stock of $150,000, William Cowles being President, N. S. Bacon Vice President, and Mr. Carter Treasurer. In February last the company's statement claimed assets of $300,000 and liabilities of $162,000. The company is said to have large contracts with City Governments and the United States Government. It is also said that the company had funds tied up in the Commercial Bank of Brooklyn.

JUDGMENT AGAINST THE ARONSONS.—Judgment for $5,161 was entered yesterday against Rudolph and Albert Aronson of the Casino in favor of Frank A. Ehret on two notes of the New-York Concert Company which they indorsed. The notes were for $2,500 each, dated Oct. 10, 1892, one payable in four months and the other in six, and when they fell due they were both renewed for six months at the request of the Messrs. Aronson. Judgment was by default.

ORLO ATWOOD & SONS, manufacturers of silk ribbons at 410 to 416 East Sixty-eighth Street, and also at New-London, Conn., where the members of the firm reside, made an assignment in this city yesterday to Hector M. Hitchings. The firm has been established many years in New-London, where it has an extensive and well-equipped plant. A branch house was opened in this city in 1890.

FREDERICK A. VARNEY, wool dealer at 560 Atlantic Avenue, Boston, has made an assignment. A statement of the liabilities and assets will be laid before the creditors in a day or two. It is said that the assets will make a good showing.

THE MOFFETT, HODGKINS & CLARKE COMPANY of 16 William Street has been attached for $612 in favor of the Consolidated Steel Wire Company, and for $252 in favor of William F. Hammond.

THE EXCHANGE BANK OF LYLE, Mower County, Minn., has closed. It was a private bank owned by A. H. Anderson. It is believed to have assets sufficient to cover its liabilities.

WEIL, DREYFUS & CO. of Boston have submitted a proposition to pay their creditors 60 cents on the dollar. A meeting of the creditors will be held to-morrow.

—A distinguished party will leave this city on Friday evening at 6 o'clock on the Chicago limited for the World's Fair. The party will consist of Police Inspector McAvoy, wife, and two sons; Tax Commissioner John Whalen and sister, Shipping Commissioner Maurice J. Power and wife, W. H. Hurst, President of the American Ticker Company and Vice President of the Catholic Club, and Lawyer Durzim and wife. They will return in about two weeks.

NEW RULE IN PENSION BUREAU

MODIFICATION OF PRACTICE AS TO SUSPENSIONS.

Pensioners Will Not Hereafter Be Shut Off from Their Benefits While Their Cases Are Under Examination—Sixty Days to be Allowed for Answering When Doubts Are Raised as to Ratings, Prima Facie Rights, or Any Other Points—A Measure of Fairness.

WASHINGTON, Aug. 31.—Commissioner Lochren of the Pension Bureau to-day issued an order modifying the practice of the office as to suspensions of pensions. The most important change is that which directs that hereafter there shall be no suspensions except in cases where the record shows on its face that the soldier is not entitled to any pension whatever. It is believed, however, that the number who will come under this class will be very small.

The order is as follows:

In the re-examination of all cases allowed under Section 2 of the act of June 27, 1890, the practice of the bureau is hereby changed and modified as follows:

First—Where it appears *prima facie* on the face of the papers that the pensioner was not entitled to any rating the payment of the pension shall be at once suspended and the pensioner notified that he will be dropped from the rolls, after sixty days from such notice, unless he shall in the meantime file competent evidence showing his right to a pension.

Second—Where on the face of the papers it appears that the pensioner is entitled to a less rate than he is now receiving, he shall be notified that his pension will be reduced to such less rate unless, within sixty days from such notice, he shall file competent evidence of his right to a higher rating.

Third—Where it appears on the face of the papers that the pensioner had been allowed a pension under a prior law, and that he is not entitled under the act of June 27, 1890, to any higher rate of pension than was so allowed under such prior law, he shall be notified that his pension under the act of June 27, 1890, will be dropped and his pension under such prior law restored, unless, within sixty days from such notice he shall file competent evidence that he is entitled to a higher rate than was granted by [illegible] pension under such prior law.

Fourth—Every notice shall inform the pensioner that upon his application to the Commissioner he will be immediately ordered for examination by a local medical board to enable him to obtain the necessary evidence to show his right to pension.

Fifth—When any pensioner shall have complied with the requirement of such notice and furnished evidence tending to support his claim to be continued on the rolls, the case shall at once be a "special case," and be promptly adjudicated. There will be no preliminary suspension in any case hereafter, except as provided in the first subdivision of this order.

The order is signed by William Lochren, Commissioner, and approved by Hoke Smith, Secretary.

In speaking of this new order to-day, Commissioner Lochren said: "The Secretary has for some time questioned the fairness of the old practice of the Pension Bureau, which suspended pensions during inquiry as to the right of a pensioner to the pension rate he was receiving. At his request, the whole matter has been carefully considered and the present order modifying that practice, so as not to suspend in doubtful cases, has been agreed to as more equitable.

"During the progress of the examination of cases under the act of June 27, 1890, a larger number of pensioners was found liable to suspension under the old practice than had been anticipated, and cases were found where persons have been suspended whose disabilities have increased since the date of being pensioned, and who are now entitled to remain on the roll.

"In every instance, as soon as these cases were called to the attention of the bureau, the correction was promptly made, but it was feared that the suspension might work hardship by preventing the payment of pensions to those who at the present time were legally entitled to the same, though they were not at the time the pension was granted."

GRAND ARMY AND PENSIONS.

Report Prepared Which Will Be Presented at Indianapolis.

INDIANAPOLIS, Ind., Aug. 31.—The report which the Committee on Pensions will present to the National Encampment, G. A. R., next week has been drawn up and will be presented by Col. I. N. Walker, Chairman of the committee, on Wednesday.

While it is given out that there will be no politics in the report, it will nevertheless contain an arraignment of the policy of the present Administration in the matter of pensions.

The report takes its cue from the suit recently filed at Pittsburg to test the power of the pension authorities to strike a pensioner from the rolls, the position taken in that suit being that a pension claim once passed upon and adjudicated has all the force and effect of a judgment rendered by a court. The report will indorse the Pittsburg suit.

The report declares that a pensioner's right should be assailed only in cases where there is prima facie evidence of fraud, and that before a pensioner is dropped he should be furnished with a copy of the charges against him, and the name of his accuser, and have the right to be heard in his own defense.

Possibly the report will be rewritten when the new order relative to pension suspensions shall be read by the committee.

NOTES OF THE SOCIAL WORLD.

BROOKLYN PERSONALS.—Brooklyn fashionable society is well represented at all the leading colonies by the sea and in the mountains. Miss Whitcomb of Columbia Heights is at Saratoga. Miss Mae Prentice, daughter of Mrs. John Prentice, and a near city neighbor of Miss Whitcomb, is at that favorite centre, Onteora Park, near Tannersville, N. Y. This Fall Miss Prentice will become the wife of a son of Dr. John F. Talmage of Joralemon Street. Mr. and Mrs. Herman W. Ormsbee have returned to Brooklyn, and have opened their Willow Street house. William G. Low, Jr., is visiting Augustus A. Low at Newport. Miss Alden has written to friends in Brooklyn that she has had a most enjoyable visit to London and Paris.

SOCIETY IN THE COUNTRY.—Mr. and Mrs. Henry C. Pitney, Miss Pitney, and Henry C. Pitney, Jr., Mrs. Woodbury Langdon, and Mr. and Mrs. Woodbury G. Langdon, Mr. and Mrs. John L. Graham, Mr. and Mrs. Howard Coghill, and Mr. and Mrs. Robert J. Turnbull are among the fashionable residents about Morristown, N. J. Mr. and Mrs. John T. Hall and Miss Hall are still at Tivoli-on-the-Hudson. Mrs. Frederic Neilson is at Lenox, and her brother, Frederick Gebhard, is at Bar Harbor. Mrs. Thomas H. Newbold is with her family at Fern Tor, her Poughkeepsie home. Mr. and Mrs. Thomas Newbold are at Hyde Park.

MISS SMITH CLIFT GOING ABROAD.—Miss Smith Clift's departure for Europe was delayed by the sudden death of Smith Clift. Miss Smith Clift will be abroad most of the Winter, according to her present plans. The Baroness Vandenil, who was recently presented with a babe, is very ill, and Miss Smith Clift will remain with her until her health fully returns.

MRS. JAMES HUDE BEEKMAN AT NEWPORT.—Mrs. James Hude Beekman has taken her charming personality and gorgeous dresses from Saratoga to Newport. Mr. and Mrs. Beekman propose also to visit Lenox before their return to town.

LOSSES BY FIRE.

SCHENECTADY, N. Y., Aug. 31.—A building known as "The White House," situated just outside the city limits, in Bellevue, was set on fire early this morning and burned to the ground. It was owned by a man named John Flood, who resides in Albany, and valued at about $3,000. It was only partly insured.

LOGANSPORT, Ind., Aug. 31.—The Barnett Hotel, one of the leading hotels in the city, was burned yesterday. The loss is almost total. All of the guests and employes were rescued, but many of them lost their luggage. The cause of the fire is unknown.

BINGHAMTON, N. Y., Aug. 31.—The business portion of the village of Maryland, Otsego County, N. Y., near Cooperstown, was destroyed by fire this forenoon. The loss on the buildings is estimated at $18,000. The insurance is not known.

CLEVELAND, Ohio, Aug. 31.—Fire yesterday destroyed the plant of the Buckeye Chair Company, situated at Bedford, near here, causing a loss of about $50,000. Insurance is $15,000.

ONE DAY'S FIRES IN NEW-YORK.

(From 1 A. M. Thursday to 1:30 A. M. Friday.)

2 A. M.—643 First Avenue; Patrick Maxwell; damage, $75; cause unknown.
2:38 A. M.—128 West One Hundred and Twenty-fourth Street; damage trifling; cause unknown.
5 A. M.—736 Washington Street; Patrick Doherty; damage, $100; cause unknown.
5:20 A. M.—38 Clinton Street; Joseph Seckman; damage, $10; cause, oil stove upset.
7:30 A. M.—95 Norfolk Street; David Rutterman; damage, $25; cause, a defective flue.
9:25 A. M.—1,378 Avenue A; Joseph Brofman; damage to stock, $500; to building, $1,500; insured; cause unknown.
11:15 A. M.—315 East One Hundred and Twenty-first Street; James O'Hara; damage nominal; cause, gas explosion.
11:40 A. M.—133 Stanton Street; Samuel Rosenleight; damage, $15; cause unknown.
4 P. M.—53 Willett Street; Abraham Fischler; damage, $250; cause, explosion of an oil stove.
10:10 P. M.—110 Eighth Street; John Burlem; damage, $15; cause unknown.

UNION PACIFIC BONDS.

Vermilye & Co. Form a Syndicate to Carry Through the Extension Scheme.

A syndicate, with the banking house of Vermilye & Co. at its head, has been formed to underwrite the extension of the Union Pacific sinking fund 8 per cent. bonds which mature to-day. The offer of the Union Pacific Company to extend bonds is limited to $3,800,000, of which amount more than $2,000,000 have already assented to the extension.

Formal notice was given by the Union Trust Company yesterday that it had been supplied with money to purchase the balance of $1,800,000 from such bondholders as may prefer to receive the amount of the principal of their bonds in full rather than avail themselves of the offer to extend them.

The bonds purchased by the Union Trust Company under this agreement will be extended and delivered to the Vermilye syndicate. After bonds to the amount of $3,800,000 have been extended or bought, the balance outstanding, amounting to some $1,400,000, will be paid by the Trust Company, as Trustee, out of the land funds in its hands applicable to that purpose, and the bonds canceled.

Reading's July Statement.

PHILADELPHIA, Penn., Aug. 31.—The statement of the Philadelphia and Reading Railroad Company for July, which was issued to-day, shows the gross receipts to have been $1,867,378.36, and gross expenses $1,084,008.05, leaving a profit in operating of $783,370.31. Net receipts from other sources of $90,395.12 increase the profit to $873,765.43.

Equipment payments, terminal trackage, and one-twelfth of the current year's fixed charges, amounting to $868,380.21, deducted from the profit, leaves a surplus for the month of $5,385.22. The deficit to date is $328,935.32. The surplus for July, 1893, as compared with the same month last year, shows a decrease of $193,275.90.

The decrease in the surplus to date, as compared with the same period last year, is $674,435.80.

The gross receipts of the Philadelphia and Reading Coal and Iron Company for July were $3,024,473.84 and gross expenses $2,982,178.41, leaving a profit from mining of $42,295.43. One-twelfth of the current year's fixed charges being $68,000, the deficit for the month is $25,704.57. The loss in mining to date is $217,038.85, and, the fixed charges aggregating $544,000, the deficit is $761,038.35. The decrease in the deficit for July, 1893, as compared with July, 1892, is $26,649.51, and the increase in the deficit to date, as compared with the same period last year, is $239,551.

New Classification of Monon Stock.

The annual meeting of the stockholders of the Louisville, New-Albany and Chicago Railroad will be held in Indianapolis on the 20th of this month. The assents of a majority of the stockholders have been given to the following plan to reclassify the stock:

The company has now $12,000,000 common stock. This stock will be retired and $3,000,000 preferred stock and $9,000,000 common stock will be given in its place. Holders of 100 shares of the present common will receive 25 shares of new preferred and 75 shares of new common. It was expected when the circular was issued that dividends on the preferred at the rate of 4 per cent. would begin July 1 last. In addition to this $3,000,000 of preferred, provision is made for $4,000,000 additional, which shall remain in the treasury until the Directors issue it for improvements, &c., when it is to be issued to shareholders pro rata.

Wisconsin Central's Rental.

CHICAGO, Aug. 31.—A petition was filed in the United States Circuit Court yesterday by the Wisconsin Central Railroad Company in the matter of the suit of F. R. Wilson, the Farmers' Loan and Trust Company, and others against the Northern Pacific Company, which suit grew out of the financial troubles of the latter corporation, that necessitated the appointment of a receiver.

The petition asked that the Wisconsin Central Railroad Company be made a party complainant in the above-mentioned suit, and that the receivers of the Northern Pacific Railroad pay the petitioners $102,159.95, the balance of rental due for May, 1893, for the use of the Chicago terminal facilities.

General Managers in Chicago.

CHICAGO, Aug. 31.—The General Managers of the Chicago lines and some from outside lines met again to-day for the purpose of adopting a uniform policy of retrenchment and to formulate plans for the systematic handling of any strike which may result from the policy of retrenchment which might finally be adopted. A similar meeting was held about a month ago, but it proved a decisive failure, not a single Eastern road being represented. The meeting to-day was better attended, but it was not much more of a success, and nothing definite was accomplished. Another meeting will be held in a short time.

Railroad Notes and Personals.

—An authoritative statement was issued from the headquarters of the Louisville and Nashville Railroad yesterday that there was no strike on that road as yet. The employes, it was explained, were in negotiation with officers of the company regarding a proposed reduction of wages. It will be several days before anything definite will be decided upon.

—Individual coal operators of the Lehigh Valley conferred with officers of the Lehigh Valley Railroad in Philadelphia on Wednesday with reference to the purchase of the output of the operators. The company offered to pay 57½ per cent. of the selling price, so long as the price does not exceed $4 a ton. The conference terminated with satisfactory result.

—In line with its economic policy, the Pennsylvania Railroad Company has materially reduced its force of freight and passenger auditors. The hours of labor of the force retained have been extended so as to cover the extra work occasioned by the reduction. The new order of things will go into effect to-day.

—The Erie Railway will run out a half-rate excursion train to Chicago to-morrow which General Passenger Agent Roberts expects will surpass all that have preceded it. It will carry many persons who are going to the World's Fair to attend the ceremonies of "New-York Day" on next Wednesday.

—A petition has been filed in the United States Circuit Court in Baltimore by the Baltimore and Lehigh Railroad for the appointment of one receiver for its entire property in place of William H. Bosley, receiver in Maryland, and Winfield J. Taylor, receiver in Pennsylvania.

—Notification has been sent by the Pennsylvania Railroad to consignees in Philadelphia that those who desire to have peaches come by freight from Maryland and Delaware without prepayment must deposit a guarantee of $1,000 with the railroad company.

—J. M. Ashley, President of the Toledo, Ann Arbor and North Michigan Railroad, who has been in New-York for the past few days, leaves for the West to-day. Important changes in the management of the road are likely to be made in October.

—The Missouri, Kansas and Texas trains began yesterday to run regularly through to Galveston over the Galveston, Houston and Henderson Railway which was acquired by the Missouri, Kansas and Texas under recent decisions of the courts.

—On Monday next the lake and rail rate on flour from Minneapolis to New-York, via Milwaukee or Chicago, will be 32½ cents. The Soo line will begin quoting a tariff on the same basis to-day.

—George H. Crosby of Boston has been elected President and General Manager of the Wiscasset and Quebec Railroad, which proposes to build about fifty miles of road in Maine.

—E. W. How, Pool Commissioner of the Mexican railways, has been appointed General American Agent of the Vera Cruz Railway, with headquarters in this city.

—Sir Henry Tyler, President of the Grand Trunk Railroad, left this city a few days ago to make his annual inspection of the lines belonging to that system.

—A steadily-increasing volume of traffic on the first-class trains to Chicago is noted by the officers of the passenger department of the Pennsylvania Railroad.

—W. H. Mealy, who has been appointed Superintendent of the Mexican Central line, will have his headquarters in Tampico, Mexico.

—Vice President Bond of the St. Paul Road says that no notice of a reduction in the wages of trainmen has been given by that company.

—Stockholders of the New-York, Ontario, and Western Railroad will hold their annual meeting in this city on the 27th inst.

—The receivers of the Northern Pacific have confirmed Samuel R. Ainslee as General Manager of the Wisconsin Central Road.

—F. P. Read has been appointed Chief Engineer of the St. Louis, Chicago and St. Paul Road, in place of E. M. Rice, resigned.

—William Garstang, Superintendent of Motive Power of the Big Four, has just returned from a health trip to England.

—The Northern Pacific Directors say that the Wisconsin Central has been operated at a loss of $1,144,000.

—It is expected that trains will be running into Lima, Ohio, on the Ohio Southern extension early in October.

—J. W. Reinhart, President of the Atchison, Topeka and Santa Fé Railroad, is spending a few days in town.

—Samuel A. Beardsley, State Railroad Commissioner, was in this city yesterday.

Stole a Truckload of Cigars.

The Brooklyn police are looking for two thieves who stole a truck load of cigars, valued at $6,000, in this city Wednesday night, and abandoned the truck and team in Williamsburg.

Solomon Hecht, a truckman, of 24 Avenue D, this city, received a truckload of cigars for delivery to the Stonington Line, Pier 36 North River. The driver left the truck and went into the office for a moment. Two men jumped upon the truck and drove away with the load.

A policeman yesterday morning found the truck and team in Upper Broadway, Williamsburg. Hecht identified the property. There was no trace of the cigars, and no clue to the whereabouts of the thieves.

EMMA GOLDMAN ARRESTED

As She Was About to Attend a Meeting in Philadelphia.

PHILADELPHIA, Penn., Aug. 31.—A meeting of unemployed people, at which Emma Goldman was to have been the star attraction, was held at Buffalo Hall, this city, to-night. The hall was packed with about 300 people, mostly Germans, Russians, and Poles. While the assemblage was being addressed by a man named Langdon, a German rushed in and shouted in his native tongue: "Miss Goldman has been arrested. Arouse!"

The effect of this announcement was electrical. Every man in the hall rushed for the door. Here they were met by a squad of detectives and policemen, and were driven back into the hall.

Miss Goldman was arrested on a warrant obtained by Detective Sergeant Jacobs of New-York, on the charge of inciting to riot in that city. Her arrest was accomplished just as she was entering the hall. Otto Leible, a Prussian, who was escorting her, attempted to pull her away from the detectives and was locked up on a charge of resisting an officer. Albert Hanson, the man who sounded the alarm in the hall, was also arrested charged with inciting to riot.

Emma Goldman was conveyed in a patrol wagon to the General Station and locked up. She expresses a willingness to return to New-York without a requisition, and it is probable that she will be taken to that city to-morrow.

She declares that she is an Anarchist and an atheist and says she is against all laws and forms of Government.

TO-DAY'S SUPPLEMENT CONTAINS

Page 9.

The gold cure shown in a new light.
Monument to Prof. Richard A. Proctor.
The local financial situation.
Preparations for the Westchester County Fair.
Robbed and deserted his wife.
England, France, and Siam.
Few oysters in market yet.
Zulfikar Ibrahim Bey here.
Controller Myers's annual report.
Saratoga in the storm.

Page 10.

Meeting of Rapid-Transit Commissioners.
Commercial Affairs.
Live Stock and Chicago Produce Markets.
State of Trade and Foreign Markets.
Court Calendars and Referees.
Post Office notice.
Railroad, Steamboat, and Shipping advertisements.

NOTICE TO THE PUBLIC.

This morning "The New-York Daily Times" consists of TEN PAGES. Every newsdealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the Publication Office.

MILHAU'S CALISAYA is a pleasant, reliable tonic and appetizer; restores strength and appetite. Get the genuine. 63 years' fame. 183 Broadway.—*Advertisement.*

E. & W. "Octa." "Shattemuc." E. & W. Either style if you wear a low collar.

MARRIED.

CADY—COGGESHALL.—At Haywards, Cal., Aug. 24, 1893, by the Rev. R. F. Coyle, D. D., of Oakland, Cal., STANTON CADY of Sing Sing, N. Y., to Mrs. EMMA E. COGGESHALL of Oakland, Cal.

HESSE—SIEKER.—On Thursday, Aug. 31, 1893 at Ev. Luth. St. Matthew's Church, by Rev. J. H. Sieker, Miss EMMA SIEKER, daughter of Rev. J. H. Sieker, to OTTO L. HESSE, both of New-York City.

JONES—ANDREWS.—On Wednesday, Aug. 30, 1893, at St. Ignatius Church, by the Rev. Arthur Ritchie, CONSTANCE, daughter of C. A. Andrews, to PAUL JONES, both of this city.

DIED.

Bliss, William M.
Brannigan, Thomas.
Finch, Edward B.
Goddard, Henry L.
Hyatt, Margaret A.
Jewett, Richard D.
Lazelle, William D.
Newwitter, Julius.
Partridge, Harriet A.
Vail, Sanford.

BLISS.—On Tuesday, 29th of August, at his residence at Orienta, Mamaroneck, N. Y., WILLIAM METCALF BLISS, in the 82d year of his age.

Funeral services at St. Thomas's Church, Mamaroneck, Friday, Sept. 1, at 11 A. M. Carriages will meet train leaving Grand Central Station at 10:06 A. M. Returning train, 12:39 P. M.

BRANNIGAN.—Aug. 31, 1893, THOMAS BRANNIGAN, father of P. T. Brannigan, at his son's residence, 357 East 72d St.

Funeral to take place Sunday, Sept. 3, at 2 P. M. Interment Calvary Cemetery.

FINCH.—Suddenly, at Peekskill, N. Y., Aug. 30, EDWARD B. FINCH of 29 East 77th St., New-York, in the 69th year of his age.

Funeral services at the residence of Uriah Hill, Jr., Paulding St., Peekskill, Saturday, at 1 P. M.

GODDARD.—On the 30th inst., in Colorado Springs, Col., HENRY LEDYARD GODDARD, son of the late Francis Wayland and Elizabeth Cass Goddard of Providence, R. I., aged 26 years.

HYATT.—On Thursday, Aug. 31, at Newark, MARGARET ANDERSON, wife of Mortimer A. Hyatt. Funeral services at her late residence, 59 South St., Newark, N. J., Friday evening, at 8 o'clock.

JEWETT.—Suddenly, at Nyack-on-Hudson, Aug. 30, 1893, RICHARD DICKINSON JEWETT, Jr., youngest son of Richard Dickinson and Eliza M. Jewett and grandson of Rev. Dr. A. E. Lawrence Jewett and the late Consul General F. Leopold Schmidt.

☞ Washington papers please copy.

LAZELLE.—On Wednesday, Aug. 30, at Sudbury, Vt., WILLIAM D. LAZELLE, in the 34th year of his age.

Funeral services at the Emanuel Baptist Church, Lafayette Av. and St. James Place, Brooklyn, Friday, Sept. 1, at 2:30 P. M.

NEWWITTER.—On Tuesday morning, Aug. 29, of heart failure, at his late residence, 234 East 58th St., JULIUS NEWWITTER, in the 75th year of his age. Funeral Friday morning, at 10 o'clock.

PARTRIDGE.—On Saturday, Aug. 26, HARRIET A. PARTRIDGE, daughter of Jane A. and the late James Partridge.

Funeral services Sunday, Sept. 3, 4:30 P. M., at the residence of her sister, Mrs. Thomas G. Shearman, 176 Columbia Heights, Brooklyn.

VAIL.—At Stamford, Conn., on Thursday evening, Aug. 31, SANFORD, son of the Rev. R. P. H. and Mary S. Vail, and student in Williams College, in the 21st year of his age.

Notice of funeral hereafter.

WOODLAWN CEMETERY,
Woodlawn Station, (24th Ward,) Harlem Railroad
Office, No. 20 East 23d St.

Special Notices.

PAIN IN THE SIDE comes from disordered liver, use
CARTER'S LITTLE LIVER PILLS
If indulging too freely, use
CARTER'S LITTLE LIVER PILLS.
No headache or bad taste in the mouth by using
CARTER'S LITTLE LIVER PILLS.
Are small as homœopathic pellets.
CARTER'S LITTLE LIVER PILLS.

New Publications.

CHARLES SCRIBNER'S SONS

PUBLISH TO-DAY

A NEW ROMANCE

By ROBERT LOUIS STEVENSON.

DAVID BALFOUR.

Being Memoirs of His Adventures at Home and Abroad. 12mo, cloth, $1.50.

Mr. Stevenson's new romance promises to be the literary sensation of the year. It is a brilliant and worthy sequel to his wonderfully popular story, "Kidnapped," and is a tale of love as well as of thrilling adventure, revealing the author's genius in a wholly new light.

KIDNAPPED.

Being Memoirs of the Adventures of David Balfour in the Year 1751. New edition, uniform with "David Balfour." 12mo, cloth, $1.25.

Mr. Stevenson has never appeared to greater advantage than in "Kidnapped." * * * No better book of its kind than these "Adventures of David Balfour" has ever been written.—The Nation.

THE OPINIONS OF A PHILOSOPHER.

By Robert Grant. With many illustrations by C. S. Reinhart and W. T. Smedley. 12mo, cloth, $1.

Mr. Grant's brilliant and witty "Reflections" won extraordinary popularity, and this new book, with its scores of clever illustrations by the two celebrated artists, continuing the experiences in middle life of the hero and heroine of the earlier book, promises to achieve an even greater success than that.

JACK HALL;

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FINANCIAL AND COMMERCIAL

CLIQUES IN THE INDUSTRIALS TAKE PROFITS.

And the General List Sags in Sympathy with the Decline in the Specialties—One-third of the Day's Business in Whisky—The Short Interest Largely Increased—The Monetary Situation Steadily Improving—Large Trading in Bonds at Advancing Prices.

NEW-YORK, THURSDAY, Aug. 31—P. M.

The stock market sagged to-day owing to the taking of profits by certain of the cliques who have been operating in the industrials. Distilling and Cattle Feeding was by far the most active stock on the list, the transactions in it amounting to very nearly 30 per cent. of the day's business. It opened at 21¼, and in the first hour sold down to 18⅜. It was fairly steady during the remainder of the day and closed at 19, a net loss of 2½ points. Upward of 40,000 shares were sold during the first hour. The selling movement was accompanied by rumors of renewed financial difficulties of the concern, the story being that a receivership was pending because of inability to meet its rebate payments. The rumors were subsequently denied, and assurance was given that the affairs of the concern are in satisfactory shape. The stock has had a sharp advance in the past month, moving up from 13¼ to 23⅝, and it is a natural supposition that to-day's decline was due to the taking of the handsome profit shown rather than to any new difficulties of the company.

Sugar was just about half as active as Whisky and it broke from 84⅞ to 81½, closing at 82⅛, a net loss of 2 points. The stock has advanced 20 points within a little more than a month, and it is a fair presumption that to-day's sales were for realization of paper profits. The decline, however, started a story that there are dissensions among the insiders as to the continuance of the present rate of dividend. It is just as well to recall, however, that insiders in Sugar understand each other pretty well and that they are not in the habit of fighting among themselves. They are all very rich men and are less subject to monetary conditions than almost any other set of men in the Street.

Outside of the two stocks named the trading was not active. Prices, of course, sympathized with the break in the specialties, but long stock, which did not show a speculative profit, was not thrown on the market. The room traders changed their position with the monetary change in the tide and put out short contracts with such freedom that it is probable that the interest on that side of the market is greater to-night than at any other time in several weeks. General Electric displayed further weakness on continued selling for Boston account. In the last hour the bears sold the industrials with great confidence.

The news of the day was generally encouraging. The premium on currency still remains, but it is small and will probably disappear when the requirements of the September pay rolls have been met. The movement of currency is now believed to be in favor of this centre, and the banks are much more liberal in their disbursements of cash. There is no longer difficulty in getting money for checks under $5,000. The thirty days' notice which the savings banks enforced a month ago expired yesterday, and the fact that the withdrawals under its operation have been very small is distinct evidence of returning confidence. That the decline in the stock market was purely the result of speculative operations was proved by the strength of the bond market. The trading there was large and well distributed, and pretty much everything in which there was any dealing scored an advance.

NEW-YORK STOCK EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Closing.— Bid.	Closing.— Asked.	Sales.
Adams Express	140½	140½	138	138	135	145	30
American Cotton Oil	32½	33⅝	32	32⅜	32	32¾	525
American Cotton Oil pf	65	65	64¼	64¼	64	65	368
American Express	108	108	108	108	103	108	2
*American Sugar Refining	83¾	84⅞	81½	82⅛	82	82⅛	35,925
*American Sugar Refining pf	84½	84½	84½	84½	82	83½	175
American Telegraph & Cable Co	75¾	75¾	75¾	75¾	75½	77½	45
*American Tobacco	70	72	70	70	69	72	1,195
Atchison, Topeka & Santa Fé	18	18⅛	17⅝	17⅝	17⅝	17¾	4,210
Canada Southern	46⅞	46⅞	45⅝	45⅝	45½	46¼	970
Central Pacific	21½	21½	21½	21½	21	22	50
Chesapeake & Ohio	16⅝	16⅞	16¼	16⅝	16⅝	17	1,470
Chicago Gas	53⅛	54¼	52⅞	53⅛	53⅛	53¼	9,750
Chicago & Alton	130	130	130	130	130	135	104
Chicago & Eastern Illinois	55	55	55	55	54	56	100
Chicago & Northwestern	97¾	98½	97½	97½	97½	97¾	1,685
Chicago & Northwestern pf	134	134	134	134	131	135	100
Chicago, Burlington & Quincy	79⅞	80¼	78¾	78¾	78¾	79	5,765
C., C., C. & St. Louis	35¾	35¾	35¼	35¼	35	35¼	574
Chicago, Mil. & St. Paul	57½	57⅝	56¼	56⅜	56¼	56⅜	18,013
Chicago, Rock Island & Pacific	61½	61½	60⅜	60½	60½	60¾	3,705
Columbus & Hocking Coal	7½	7¾	7½	7¾	7⅜	8	425
Delaware & Hudson	111½	111½	111	111	110¾	111½	385
Delaware, Lack. & Western	136⅞	136⅞	135½	135½	135¼	135½	830
Denver & Rio Grande pf	29½	29½	29½	29½	29	29¾	100
Distilling & Cattle Feeding	21¼	21¼	18⅜	19	18⅞	19	71,900
East Tennessee, Va. & Georgia	¼	¼	¼	¼	¼	½	100
Edison Electric Illuminating	84	85	84	85	85	87	150
Equitable Gas	165	165	165	165	..	..	100
Evansville & Terre Haute	90	90	90	90	89	90	460
General Electric	39	40⅜	36	37¼	37	37¼	17,385
Great Northern pf	103	103	103	103	103	105	200
Illinois Central	94	94	94	94	92	93	30
Illinois Central, leased lines	88½	88½	88½	88½	88	..	100
Iowa Central pf	18½	18½	18½	18½	18	20	100
Laclede Gas	11½	12	11½	12	11¾	12¼	410
Laclede Gas pf	55	55	55	55	53	55	100
Lake Erie & Western	15¾	15¾	15	15⅝	15⅛	15⅝	59
Lake Erie & Western pf	62½	65	62½	65	64	65	124
Lake Shore	118	118⅝	117¾	117¾	117½	118	760
Long Island	94	94	94	94	92½	95	150
Louisville & Nashville	54⅜	55	53¾	53¾	53⅞	54	4,508
Louisville, New-Albany & Chicago	12	14	12	14	13	13½	20
Louisville, New-Albany & Chi., t. r.	13½	13¾	13½	13¾	..	..	350
Manhattan Consolidated	117½	119	117½	118¼	118	118¼	705
Michigan Central	86	86	86	86	85	87	270
Minneapolis & St. Louis, t. r.	10½	11	10½	11	10¾	12	420
Minneapolis & St. Louis pf., t. r.	28½	28½	28½	28½	27	30	150
Missouri Pacific	22¾	23¾	22⅛	22⅛	22⅛	22¼	520
Missouri, Kansas & Texas	11½	11½	11½	11½	11¼	11¾	100
Missouri, Kansas & Texas pf	17⅛	17⅛	17⅛	17⅛	16½	17½	185
Mobile & Ohio	13	13	13	13	13	13½	100
Morris & Essex	138½	138½	138½	138½	136½	138	100
National Cordage, 2d as. paid	22	22	20½	20½	20	20½	525
National Cordage pf., 2d as. paid	46	46	46	46	45	50	5
*National Lead Company	29⅜	29⅜	28	28	28	28¼	1,444
*National Lead Company pf	69	69½	69	69½	68	70	340
National Linseed Oil	16	16	16	16	16	17	100
New-Jersey Central	100	100½	100	100½	98	99	522
New-York Central	101⅜	101⅜	100⅛	100⅛	100	100⅛	1,380
New-York & New-England	22⅜	22⅜	21¼	21¼	21¼	21⅝	1,955
New-York & Northern pf	8	8½	8	8½	8	9	200
New-York, Chicago & St. Louis	13	13	12½	12½	12	12½	200
New-York, Lake Erie & Western	14¾	15	14¼	14¼	14¼	14⅜	1,910
New-York, Lake Erie & Western pf	29½	29¾	29½	29¾	29½	29¾	400
New-York, Sus. & Western	12⅛	12⅛	12⅛	12⅛	12	12½	258
New-York, Sus. & Western pf., new	41⅞	42½	41⅞	42½	42	42½	715
Norfolk & Western pf	22⅞	22⅞	22⅞	22⅞	22½	24	100
North American	5	5⅛	4⅞	5	5⅛	..	1,170
Northern Pacific	6	6⅛	5¾	5¾	5⅝	5¾	6,098
Northern Pacific pf	22½	23	22⅜	22½	22	22½	767
Ontario & Western	14½	14½	14¼	14¼	14¼	14¼	625
Oregon Improvement	10	10	10	10	9½	14	150
Oregon Railway & Navigation	42	42	42	42	42	50	150
Pacific Mail	11½	11½	11½	11½	11	11½	980
Peoria, Decatur & Evansville	7½	7½	7½	7½	7¼	7½	200
Philadelphia & Reading	17⅝	17¾	17⅛	17⅛	17	17¼	2,450
P., C., C. & St. L. pf	44½	45	44½	45	43	50	56
Pullman Palace Car Company	153	155	153	155	154	156	25
Richmond & W. P., 1st ins. pd	⅜	⅜	⅜	⅜	¼	⅜	200
Richmond & W. P., 2d ins. pd	2⅛	2½	2	2	1⅞	2⅛	1,240
Richmond & W. P., pf. t. r.	12	12	12	12	..	..	112
St. Louis Southwestern	4⅝	4⅝	4½	4½	4¼	5	330
St. Louis Southwestern pf	8⅞	8⅞	8⅞	8⅞	8½	9	10
St. Paul & Duluth pf	90	90	90	90	90	95	250
St. Paul & Omaha	31½	31¾	30½	30½	31	31½	2,230
St. Paul & Omaha pf	101½	101½	101½	101½	100	102	250
Southern Pacific	20¾	20¾	20¾	20¾	20½	21	300
Tennessee Coal & Iron	14¾	15	14½	14½	14	15	2,760
Texas Pacific	6½	6½	6¼	6¼	6¼	6½	590
Tol., Ann Arbor & North Michigan	9⅝	9⅝	9⅝	9⅝	8½	9½	50
Union Pacific	22¼	22¼	21¼	21¼	21⅜	21½	2,325
U. P., Denver & Gulf	6¼	6¼	6	6	5½	6	200
United States Rubber	30	30	30	30	27	32	50
United States Rubber pf	70	70	70	70	68	73	159
Wabash	7⅜	7⅜	7⅜	7⅜	7¼	7⅜	115
Wabash pf	15½	15⅝	15¼	15¼	15⅜	15½	1,426
Wells-Fargo Express	130	130	128	128	125	133	40
Western Union Telegraph	80	80	78⅝	78¾	78⅝	78¾	18,285
Wheeling & Lake Erie	12	12	11¾	11¾	11	11¾	300
Wheeling & Lake Erie pf	41	41	41	41	36½	41½	20
Total sales							240,074

*Unlisted.

Mortgages.

	First.	High.	Low.	Last.	Sales.
Amer. Cot. Oil 8s.	108⅛	108⅛	108⅛	108⅛	$1,000
At., T. & S. Fé 4s.	73	73	72½	72½	32,500
At., T. & S. Fé 2d 2½-4s, A.	40¾	40¾	40	40	21,000
At. & Pac. inc.	5¾	6	5¾	6	27,000
Brooklyn El. 1st.	105	105	105	105	1,000
B., C. R. & N. 1st.	98½	99	98½	99	4,000
Canada So. 2d.	96	96	96	96	2,000
C. of N. J. gen. 5s, r.	108	108	108	108	7,000
C. & O. gen. 4½s.	68½	70½	68½	70½	29,000
C. & O. cn. 5s.	97½	98	97	97	34,000
C. & O., R. & A. 1st cn. 2-4s.	76	76¼	76	76¼	6,000
C. & O., R. & A. 2d cn. 4s.	75	75	75	75	5,000
C. O. & S. W. 2d.	50	60	50	60	2,000
Chi. & E. I. gen. 5s.	94½	95	94½	95	15,000
Chi. & N. P. 1st.	44½	44½	43⅛	43¼	120,000
C., B. & Q. cv. 5s.	100	100	100	100	6,000
C., B. & Q., Neb. 4s.	82	82	82	82	2,000
C., B. & Q. 7s.	115	115½	115	115½	9,000
Chi. G. & C. 1st.	80	82	80	82	16,000
C., D. & I. 1st 5s.	92¼	93	92¼	93	5,000
C., C. C. & I. 1st.	113	113	113	113	1,000
C., C., C. & I., St. L. div. 4s.	89	89	89	89	2,000
Col. & H. V. 6s.	83	83	82¾	82¾	12,000
Col. Mid. 1st 6s.	91	91	91	91	1,000
Col. Mid. cn. 4s.	37	38¼	37	38¼	55,000
Con. Gas of C. 5s.	72½	72½	72½	72½	10,000
D. & H. 1st 7s, '94, r.	103	103	103	103	5,000
Det., M. & M. l. g.	22	22	22	22	5,000
East River Gas 5s.	86¼	86½	86¼	86½	5,000
Edison El. Ill. of N. Y. 1st.	99¾	99¾	99¾	99¾	15,000
Eliz. & Big S. 1st.	90	90	90	90	1,000
Eq. Gas of C. 1st.	91	91	91	91	1,000
Erie 2d cn.	74	74½	74	74½	21,000
Ft. W. & D. C. 1st.	71	74	71	74	41,000
G., H. & S. A. 1st, Mexican Pac.	92¾	92¾	92¾	92¾	6,000
*Gen. El. deb. 5s.	70	70	70	70	11,000
Green B. & W. inc.	15½	15½	15½	15½	3,000
I. & G. N. 2d 4½-5s.	59¾	59¾	59¾	59¾	7,000
Iron Mt. gen. 5s.	70½	70½	70	70	6,000
Kan. Pacific cn.	92	92	92	92	1,000
Kan. Pac. 6s, '95.	101	101	101	101	1,000
K. & T. 1st g. 4s.	74	74	73½	73½	31,000
Kings Co. El. 1st.	92½	92½	92½	92½	1,000
Laclede Gas 1st.	73	73	73	73	5,000
L. & N. gen. 6s.	112⅜	112⅜	112⅜	112⅜	2,000
L., N. A. & Chi. cn.	90½	94¼	90½	92½	37,000
Met. Elev. 1st.	112½	112½	112½	112½	4,000
Mich. C. 5s, 1931, r.	106	106	106	106	2,000
M. & N. 1st, 1913, cn.	105	105	105	105	1,000
M., L. S. & W. ext. 5s.	98	98	98	98	1,000
M. & Ohio new 6s.	109½	109½	109½	109½	3,000
N. Y. Cent. deb. 5s.	104½	104½	104½	104½	1,000
N. Y. C. & H. R. 1st, c.	119	119	119	119	4,000
N. Y. C. & H. R. 1st, r.	117½	117½	117½	117½	15,000
N. Y., C. & St. L. 1st.	93	93	93	93	3,000
N. Y. Elev. 1st.	108½	108½	108½	108½	9,000
N. Y., Ont. & W. 5s.	102	102	102	102	15,000
N. Y., S. & W. rfgd. 5s.	99	99	99	99	2,000
North. Pac. 1st, c.	105	105	105	105	1,000
North. P. 1st, r.	101	101	101	101	10,000
North. Pac. 2d, c.	90	90	90	90	1,000
North. Pac. cn. 5s.	34¼	34¼	33	33	82,000
Northwest cn. 7s.	132	132	132	132	1,000
Ohio & M. s. f. 7s.	103	103	103	103	2,000
Ohio South. 1st.	99	99	98½	98½	9,000
Ore. Imp. cn. 5s.	46	46½	45½	45½	16,000
Oregon Imp. 1st.	90	90	90	90	1,000
Oregon S. L. 6s.	83	84½	83	84½	14,000
Peo. & East. 1st.	60	60	60	60	8,000
Peo. & East. inc.	15	15	15	15	8,000
Pitts., C., C. & St. L. 4½s, A.	97½	98¼	97½	97⅝	3,000
Pitts. & W. 1st.	75	75	75	75	15,000
Read. 1st pf. inc.	32	32	30	30	49,000
Read. 2d pf. inc.	20	20½	19	19	71,000
Read. 3d pf. inc.	15¾	16⅜	15¾	16⅜	60,000
Read. gen. 4s.	69	69	69	69	20,000
Rio G. W. 1st.	60	60	60	60	6,000
Rock Island 5s, c.	90½	90¾	90½	90½	186,000
R., W. & O. cn.	107	107¾	107	107¾	6,000
St. L., J. & C. 1st.	101½	101½	101½	101½	3,000
St. P. & Om. cn.	114	114	114	114	1,000
St. Paul 1st 8s.	110¼	110¼	110¼	110¼	2,000
St. P. 1st, D. & G. 5s.	101½	101½	100½	100½	11,000
St. P. 1st, I. & D.	112	112	112	112	10,000
St. P. 1st, S. W.	106	106	106	106	5,000
St. P., M. & M. on 4½s.	97	97	97	97	2,000
S., L. S. & E. 1st.	46	46	46	46	1,000
T. C. & I. 1st, B.	74	74	74	74	1,000
Texas Pac. 1st 5s.	64½	65	64½	64½	12,000
Texas Pac. 2d inc.	16½	17	16½	16½	42,000
Tol. & O. C. 1st.	100	100	100	100	5,000
T., St. L. & K. C. 1st.	52	52	52	52	2,000
Union Elev. 1st.	100	101¾	100	101¾	42,000
Union Pac. s. f.	103	103⅞	103	103⅞	11,000
U. P. col. tr. 4½s.	55	57½	55	57½	15,000
U. P. col. notes.	82	86	81½	85	36,000
U. P., D. & G. 5s.	45	47½	45	47½	26,000
Wabash 1st.	98	99	98	98½	14,000
Wabash 2d.	69½	69½	69	69	7,000
W. U. col. tr. 5.	97	97	97	97	7,000
West Shore 4s, c.	97½	97½	97½	97½	6,000
West Shore 4s, r.	95½	95½	95	95½	9,000
Total sales					$1,538,500

*Including $10,000 at 71, buyer 60.

Bid and Asked Quotations.

The following were the closing quotations for stocks in which there were no transactions:

	Bid.	Asked.		Bid.	Asked.
Alb. & Sus.	148	150	Iowa Cent.	6	7
Alton & T. H.	16	20	Kan. & Mich.	9	11
Amer. Coal.	70	90	L., St. L. & T.	4	..
At. & Pac.	1¾	2¼	Man. Beach.	2½	4½
Balt. & O.	67½	69	Md. Coal pf.	45	60
Bruns. Co.	3½	5	Mex. Cent.	7	..
B., R. & P.	20	..	Minn. Iron.	..	60
B., R. & P. pf.	..	70	N., C. & St. L.	56	65
B., C. R. & N.	38	..	New Cent. C.	6½	9
Can. Pac.	75	76	N. Y. & N. H.	180	200
C. & E. Ill. pf.	89	91	N. Y., C. & St. L. 1st pf.	53½	58
C., M. & St. P. pf.	112½	..	N. Y., C. & St. L. 2d pf.	22	24
Clev. & Pitts.	140	..	Norfolk So.	47	..
Col. C. & I., D.	9	10	Nor. & W.	6¼	..
Col. Fuel & I.	19½	21	Ohio South.	28	38
C., H. V. & T.	16½	..	Ohio & Miss.	15	17
C., H. V. & T. pf.	57	60	Ont. Mining.	7	9
Com. Cable.	115	150	O. S. L. & U. N.	8½	10
Con. Coal.	28	30	Penn. Coal.	200	300
†Con. Gas Co.	123	125	Peo. & East.	3	8
Den. & R. G.	10¼	10½	Pitts. & W. pf.	23½	28½
D. M. & Ft. D.	4½	7	P., C. C. & St. L.	13¼	15
D. M. & Ft. D. pf.	15	30	P., F. W. & C.	140	..
*D., S. S. & A.	7	10	Quicksilver.	1½	2½
*D., S. S. & A. pf.	12	19	Rens. & Sar.	155	..
E. T., Va. & Ga. 1st pf.	6	12	R., W. & O.	101	104
E. T., Va. & Ga. 2d pf.	¼	1	St. L. So.	95	..
Flint & P. M.	10½	14	St. P. & Dul.	23	25
G. B. & W. t. r.	6½	8	St. P., M. & M.	102	106
Homestake.	10¾	..	Sil. bul. certs.	74	..
H. & Texas.	1½	3½	Tol. & O. C.	22	30
			Tol. & O. C. pf.	60	70
			U. S. Ex.	47	52
			Wis. Cent.	6¼	8

*Unlisted. †Ex div.

CONSOLIDATED EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Sales.
Am. Cotton Oil	32⅛	32⅜	32⅛	32⅜	200
Am. Sug. Ref.	83⅝	84⅞	81¼	82⅛	18,050
At., Top. & S. F.	17¾	18⅛	17½	17½	1,980
Central of N. J.	100¾	100¾	100¾	100¾	10
Ches. & Ohio	16½	16⅝	16⅜	16⅝	410
Chicago Gas	53¼	54¼	52¾	53¼	4,680
Chi., R. I. & Pac.	61⅛	61⅛	60⅜	60⅝	9,600
Chi., Bur. & Q.	79⅞	80¼	78⅞	79⅛	6,140
Ch., Mil. & St. P.	57⅛	57⅝	56¼	56½	16,820
C., St. P., M. & O.	31½	31½	31½	31½	100
Col. & Hock. C.	7⅝	7⅝	7⅝	7⅝	100
Del., L. & W.	136½	136½	136½	136½	120
Dist. & C. F.	21⅜	21⅜	18⅝	19⅛	16,860
General Electric	38⅞	40¼	36⅛	36⅞	8,010
Laclede Gas	11½	11½	11½	11½	200
Lake Shore	117⅞	117⅞	117⅞	117⅞	100
Louis. & Nash.	54	55	53⅞	53⅞	460
Mo. Pacific	22¼	23	22⅛	23	70
Northern Pacific	6	6⅛	5⅞	6	710
North. Pacific pf.	22¾	22¾	22⅝	22⅝	60
North American	4¾	4¾	4¾	4¾	10
Nat. Cordage	21⅞	22	21⅞	22	40
National Lead	29	29	28¼	28¼	30
N. Y. & N. Eng.	22¼	22⅜	22	22	400
N. Y. Central	101¼	101¼	101¼	101¼	100
N. Y., L. E. & W.	14½	14½	14½	14½	10
N. Y. & Nor. pf.	8⅜	8⅜	8⅜	8⅜	100
N. Y., Ont. & W.	14½	14½	14½	14½	20
Pacific Mail	11½	11½	11½	11½	50
Phil. & Reading	17⅝	17⅞	17	17	690
R. & W. P. 2d pf.	2½	2½	1½	1½	30
St. L. S. W.	4½	4½	4½	4½	100
Tenn. Coal & I.	14⅞	15	14½	14½	300
Texas Pacific	6¼	6¼	6¼	6¼	100
Union Pacific	22⅛	22⅛	22⅛	22⅛	40
Western Union	79¾	80	78⅝	78¾	2,840
Wabash pf.	15⅜	15½	15⅜	15⅜	400
Total sales					90,640

Bonds.

	First.	High.	Low.	Last.	Sales.
At. T. & S. F. 2d, A.	40⅞	40⅞	40⅞	40⅞	$5,000
Col. Mid. 4s	37½	38¼	37½	38¼	17,000
Chi. & N. P. 5s	44¼	44¼	43¾	43¾	12,000
C. & O., R. & A. 1st.	76	76	76	76	3,000
Erie 2d cn.	74	74	74	74	5,000
Green Bay inc.	15¾	15¾	15¾	15¾	5,000
Ft. W. & D. C. 1st.	71¾	71¾	71¾	71¾	2,000
Int. & G. Nor. 2d.	60	60	60	60	2,000
North. Pac. 5s.	34	34	33⅞	33⅞	17,000
Ont. & W. 5s.	102	102	102	102	3,000
P. & R. 1st pf. inc.	31½	31½	30⅞	30⅞	15,000
P. & R. 2d pf. inc.	20½	20½	19½	19½	7,000
P. & R. 3d pf. inc.	16¼	16¼	16¼	16¼	9,000
P. & R. gen. 4s.	69	69	69	69	5,000
R., W. & O. cn.	107½	107½	107½	107½	2,000
Rock Island 5s, c.	90½	90¾	90½	90¾	9,000
St. L. & I. M. 5s.	70½	70½	70½	70½	3,000
Texas Pacific 1st.	64¾	64¾	64¾	64¾	5,000
Texas Pacific 2d.	17	17	17	17	5,000
Union El. 1st.	100⅛	100⅛	100⅛	100⅛	3,000
Total sales					$134,000

Oil.

P. L. certs.	.58	.58	.58	.58	55,000

THE MONEY MARKET.

Money on call loaned at 2½@4 ℘ cent. The last loan was made at 3 ℘ cent.

Time money was firmly held, a good commission in addition to the 6 ℘ cent. rate being paid to those who could get it. Mercantile paper was in large supply, with a limited demand.

Call money in London was quoted at 3½@4 ℘ cent., short and three months' bills at 3⅝@3¾ ℘ cent.

Clearing House exchanges to-day were $68,124,468; balances, $3,475,688. The Sub-Treasury's debit balance was $58,504.

The New-York Clearing House did not issue any additional loan certificates to-day. The amount outstanding is $38,280,000. None was issued in Boston, the amount outstanding remaining at $11,040,000.

The Bank of England's minimum rate of discount remained unchanged at 5 ℘ cent. Bullion in the bank increased £1,182,000. The reserve increased £1,043,000 and the proportion of reserve to liabilities became 48.25, against 44.96 last week. The bank's gold holdings now compare as follows with the same date one and two years ago.

1893.	1892.	1891.
£26,000,437	£27,764,134	£26,335,486

The Bank of France reports decrease of 12,000,000f gold and 2,425,000f silver. The bank's sterling holdings at date now make the following comparison:

	1893.	1892.	1891.
Gold	£67,632,102	£67,011,038	£54,448,000
Silver	50,895,556	51,935,365	50,641,000

FOREIGN AND DOMESTIC EXCHANGE.

The foreign exchange market was very quiet, but firm. Posted rates for sterling were $4.83 for sixty-day bills and $4.87½ for demand. Actual business was done at $4.81½@$4.82 for sixty-day bills, $4.86@$4.86¼ for demand, $4.87@$4.87¼ for cable, and $4.80 for commercial.

In Continental exchange, francs were quoted at 5.23⅛ for long and 5.20⅝ for short, reichsmarks at 94 5-16 and 95⅛, and guilders at 40¼ and 40½.

New-York exchange was quoted as follows: Philadelphia—Exchange in lessened demand at ½@¾ ℘ cent. Boston—New-York funds, 15@20c premium. Chicago—Exchange, $1 discount. New-Orleans—Commercial, $6 premium; bank, $10 premium. Savannah—Buying, ½ off; selling, par to ¼ discount. San Francisco—Sight, 15 premium; telegraph, 25 premium. St. Louis, 50c discount.

SILVER STATISTICS.

Silver bullion certificates were quoted at 74 bid. There were no sales.

Bar silver in London was firm at 34½d ℘ ounce. The New-York price for bars was 74c an ounce. Mexican silver dollars were quoted at 59c.

The Mercantile Safe Deposit Company reports silver on hand 161,053 ounces; none deposited or withdrawn; certificates outstanding, 160.

CHANGES IN STOCKS.

ADVANCED.

Edison Elec. Ill.	1	Minn. & St. Louis, t. r.	1
Evans. & T. H.	1	Minn. & St. L. pf., t. r.	2½
Laclede Gas pf.	2	Norfolk & West. pf.	2
Long Island	3	Oregon R. & Nav.	8
L., N. A. & Chi., t. r.	1⅞	R. & W. P. pf., t. r.	2
Manhattan	¾		

DECLINED.

American Cot. Oil pf.	¾	Lake Shore	¾
American Sugar Ref.	2⅜	Louisville & Nashville	1
Amer. Sugar Ref. pf.	1	Mo., Kan. & Texas pf.	1⅛
American Tobacco	2	National Lead	1
Canada Southern	1⅛	National Linseed Oil	¾
Chi., Bur. & Q.	1	New-York Central	1⅝
C., C., C. & St. L.	¾	N. Y. & New-Eng.	1¼
Chi., Mil. & St. P.	1⅛	St. Paul & Omaha	⅞
Chi., R. I. & Pac.	¾	Union Pacific	1¼
Del. & Hudson	2⅛	Western Union	1¼
Dis. & C. Feeding	2½	Wheel. & L. E.	1⅜
General Electric	1⅝		

RAILWAY AND OTHER BONDS.

The railway mortgage market was fairly active and higher. The principal changes were:

ADVANCED.

Atlantic & Pacific cn.	1	N. Y., O. & W. 5s	1
Brooklyn El. 1st	2	North. Pacific 1st c.	1½
Bur., C. R. & N. 1st	1½	North. Pacific 2d c.	2
Canada Southern 2d	1	Northwest cn.	2
Ches. & Ohio gen. 4½s	2¼	Oregon Short Line 6s	2
Chi., Bur. & Q. cv. 5s	3½	Peoria & East. 1st	2
Chi., Bur. & Q. neb. 4s	2½	Peoria & East. cn.	2½
Chi., Bur. & Q. cn.	1¼	Rio Grande W. 1st	2
Chi. Gas L. & C. 1st	4	Rome, W. & O. cn.	2¼
Cin., Day. & I. 1st 5s	2¼	St. P. & Omaha cn.	1
C., C., C. & I. 1st	5	St. Paul 1st 8s	1¼
Col. Midland 1st	1	St. P. 1st, Southwest.	3½
Det., M. & M. l. g.	2	Seattle, L. & E. 1st	1
E., L. & Big S. 1st	1	T., C. & I. 1st Birm.	4
Equit. Gas of Chi. 1st	1	Tol., St. L. & K. C. 1st	2
Ft. W. & D. C. 1st	3	Union Pac. s. f.	5⅞
Kings Co. Elv. 1st	2½	U. P., col. tr. notes	3
L., N., A. & Chi. cn.	7½	U. P., D. & G. 1st	3½
N. Y. Cent. 1st c.	1	West Shore 4s c.	2½
N. Y., C. & St. L. 1st	1½		

DECLINED.

Col. Midland cn. 4s	1¾	Reading 1st pf. inc.	2
North. Pacific cn. 5s	1¼	Reading 2d pf. inc.	1½
Oregon Imp. 1st	9	St. P., M. & M. 1st cn. 4s	1½

Government bonds were unchanged. There were no sales on call. The following were the closing quotations:

	Bid.	Asked.		Bid.	Asked.
2s, 1891, r.	98	....	Cur. 6s, 1896	103	....
4s, r.	110	111½	Cur. 6s, 1897	106	....
4s, c.	111	112½	Cur. 6s, 1898	109	....
Cur. 6s, 1895	101	....	Cur. 6s, 1899	111	....

OUTSIDE SECURITIES.

(Reported by Messrs. Tobey & Kirk, 8 Broad Street.)

	Bid.	Asked.
*American Bank Note	..	49
American Surety	160	190
*American Type Founders' pf.	..	80
Atlantic Mutual Ins. scrip of '93	98	102
†Atlantic Trust	235	285
Bond & Mortgage Guarantee	..	105
†Broadway Insurance	..	120
Broadway & Seventh Avenue	160	..
Broadway & Seventh Avenue 1st	98	..
Broadway & Seventh Avenue 2d	90	..
Broadway Surface 1st 5s	97	..
Broadway Surface 2d	85	96
Brooklyn City Railroad	147	155
Brooklyn Elevated	18½	20
Brooklyn Traction	17	19
Brooklyn Traction pf.	..	70
California Pacific stock	5	8
Central Cross-Town	140	..
Central Park, North & East River	..	146
Central R. R. & Banking of Ga. 1st 7s	100	104
Central Trust	900	980
Central N. J. Land & Improvement	..	75
Celluloid	85	90
Consolidated Electric Storage	½	3
Continental Trust	145	155
Dry Dock, East Broadway & Battery	..	130
Detroit, Hillside & S. W. (4 ℘ cent. L. S.)	..	88
†Equity Gas of Williamsburg 5s	29	39
Equitable Gas, New-York	155	..
Equitable Gas 1st 6s of New-York	102	108
†Eighth Avenue	240	265
Farmers' Loan & Trust	..	710
42d St., Manhattan & St. Nicholas Av.	..	70
*42d St., Manhat. & St. Nicholas Av. 1st	107	..
42d St., Manhat. & St. Nicholas Av. 2d	..	60
Gold & Stock Telegraph	94	100
†Georgia Pacific 1st	..	88
Georgia Pacific 2d	..	36½
Herring-Hall-Marvin pf.	77	85
Hecker-Jones-Jewell Milling pf.	..	90
*Int. & G. N. 1st coupon scrip	90	..
†Iron Steamboat	..	12
Iron Steamboat bonds	60	70
Journeay & Burnham	55	68
Journeay & Burnham pf.	..	99
Kings County Elevated	..	12
Kings County Elevated 2d	..	39
Long Island Traction	20½	21½
Mutual Gas, New-York	130	137
†Manhattan Elevated 4 ℘ cent. scrip	85	88
†Madison Square Garden stock	..	15
Metropolitan West Side 5s	60	72
Mexican National Construction pf.	7	12
New-Jersey & New-York Railroad	1	..
National Union Bank	150	185
New-Orleans Pacific land grant	15	..
New-York, Lackawanna & Western	100	..
New-York, New-Haven & Hartford	180	..
New-York, N. H. & H. con. deb. 4s, (25 ℘ cent. paid)	..	56
New York Guaranty & Indemnity	275	..
N. Y. & N. J. Telephone	..	87
Northwestern Telegraph	100	..
†New-York Biscuit	18	22
New-York Loan & Improvement	..	53
New-York Security & Trust	200	230
Old Dominion Steamship	..	80
Oregon Pacific Railroad 1st	..	8
Pratt & Whitney pf.	..	81
Pennsylvania Coal	..	275
Pacific & Atlantic Telegraph	50	..
Postal Telegraph & Cable	40	52
*Standard Oil Trust	128	130
Standard Gas	..	38
Standard Gas pf.	65	75
Second Avenue Railroad 1st 5s	100	..
†Second Avenue Railroad	96	..
State Trust	195	220
Staten Island	55	60
Southern & Atlantic Telegraph	75	..
Southern National Bank	..	99
Staten Island Rapid Transit 1st 6s	..	108
Third Avenue Railroad	..	135
Third National Bank, New-York	..	108
Toledo, Ann Arbor & North. 1st cn. 5s	28	48
Toledo, St. Louis & Kansas City	1	4
Toledo, St. Louis & Kansas City pf.	..	14
Thurber-Whyland pf.	20	30
Trenton Potteries pf.	..	89
Terre Haute & Indianapolis	100	..
Terre Haute & Logansport	22	..
Title Guarantee & Trust	155	170
United States Mortgage	..	150
Union Ferry	..	45
‡Union Ferry 1st 5s	..	95
Union Railway stock ("Huckleberry")	120	..
Union Railway 5s ("Huckleberry")	90	100
Union Elevated 2d	39	44
United States Trust	..	825
Valley Railroad (Ohio) 1st 7s	..	105
Wagner Palace Car	106	111
Winona & Southwestern 1st	..	48
Winona & Southwestern	2	4

*Ex dividend. †Nominal. ‡With interest.

BIDS FOR BANK STOCKS.

American Exchange	140	Hanover	300
Chase National	410	Importers & Traders'	500
Chemical	4,400	Manhattan	175
City	400	Mechanics'	160
Commerce	160	Nassau	150
East River	140	New-York	210
Eleventh Ward	200	N. Y. Nat. Exchange	100
Fifth Avenue	2,000	Ninth National	100
First National	2,500	Park	260
First National of S. I.	110	Phenix	100
Fourth National	180	Seaboard National	173
German American	115	Shoe & Leather	100
Germania	300	Western National	105
Greenwich	150		

Eighteen shares of Western National Bank stock sold at 105.

RAILWAY EARNINGS.

	1893.	Increase.	Decrease.
C., C., C. & St. Louis for July—			
Gross	$1,205252	......	$61,498
Op. expenses	968,675	......	63,238
Net	236,577	1,741	......
Int. and rentals	218,382	1,354	......
Surplus	18,194	388	......
Rio G. W. for July—			
Gross	197,916	......	51,791
Op. expenses	112,891	......	41,237
Net	85,025	......	10,554

Chicago, Burlington & Northern gross for July increased $24,310 and net increased $30,929. For seven months gross increased $229,714 and net increased $118,838.

The general balance sheet of the New York, Ontario & Western for the year ending June 30 makes the following exhibit: Assets—Cost of road and equipment, $68,218,360; stocks and bonds of other companies, $3,073,100. Other permanent investments: Supplies on hand, $228,531; accrued interest, $6,250; due by agents of this company on account of traffic, $304,812. Due by companies and individuals (on open account other than traffic,) $912,201; cash on hand, $127,042; loans and bills receivable, $634,386; preferred stock redemption fund, $6,000; total, $73,510,683. Liabilities—Capital stock, common, $58,113,982; capital stock, preferred, $6,000; funded debt, 12,100,000; loans and bills payable, $978,437; interest on funded debt due and accrued, $118,475; due for wages and supplies, $321,755; due companies and individuals (on open account,) $470,210; Wharton Valley Railway construction fund, balance, $54,913; Hancock and Pennsylvania Railroad, do, $147,326; profit and loss, (surplus,) $1,199,580. Total liabilities, $73,510,683.

SEPTEMBER DISBURSEMENTS.

The *Daily Stockholder* to-morrow will say: "While generally the disbursements for September call forth very little comment, yet those of this month in the present year are very likely to be read with much attention because of the generally unsettled state of the financial situation. Interest becomes due and is payable on bonds of railroad and similar corporations having a par value of $455,967,217, the amount of such interest being $11,994,785. Dividends have been declared or are about to be declared on stocks having a par value of $381,165,935, on which the dividends aggregate $7,340,843, making the total disbursements on both accounts $19,335,628, as against $21,514,989 last year and $17,061,359 the year previous."

ANTHRACITE COAL STATISTICS.

Statement of shipments of anthracite coal (approximated) for the week ending Aug. 26, 1893, compared with the corresponding period last year, compiled from the returns furnished by the mine operators:

Regions.	1893.	Increase.	Decrease.
Wyoming	358,752	......	82,338
Lehigh	145,889	19,910	......
Schuylkill	215,415	......	10,469
Total	720,056	......	72,897
Total year to date	27,131,438	1,009,063	......

THE COMMERCIAL SITUATION.

Wheat and Corn Higher, Cotton Steadier, Coffee Lower.

Wheat advanced 1@1⅜c and closed firm, with trading more active and chiefly switching from September to later months. The advance was due to higher Western markets and a better feeling over the money situation.

Corn was more active and closed firm at ½@⅝c advance, as following wheat and Chicago.

Cotton was very irregular and active, and closed at a gain of 1@7 points.

Coffee sold off 10@20 points, on a free issue of September notices, and closed steady.

WALL STREET TALK.

Wall Street's rumor-mongers spent a busy day yesterday. They were up to their old tactics of inventing the most reckless sort of falsehoods in order to demoralize the stock market. This sort of campaigning was followed up by fierce raids on quotations, and some declines were forced.

⁂

One of the most conspicuous facts in the stock market now is the development of a new short interest which is probably bigger than has existed at any time since the July smash. Many of the traders of the Street are heavily short of almost every conspicuous stock.

⁂

A Director of the St. Paul Company is authority for the statement that that company will continue its established dividend rates regardless of other plans made by Wall Street speculators.

⁂

Commission houses are reporting the receipt of orders from out-of-town customers from whom hitherto they had not heard in over a year.

⁂

Railway earnings are not showing the decreases which have been so freely predicted.

⁂

Nearly every one of the big railroad companies is enforcing economies in a far-reaching way which will insure largely-increased net profits. The economies put into operation now will continue through good times. There are many evidences that the day for railway and corporation extravagances is over.

THE BOSTON MARKET.

BOSTON, Aug. 31.—The market opened steady. Atchison was the feature, being withheld, and only losing ⅛ ℘ cent. on the day. Bay State Gas sold down to 9. Bell Telephone advanced 1½. Lamson was strong, gaining 1 ℘ cent., and closing at 16 bid. The monetary situation seems to improve day by day, and if slowly, none the less surely. At the Clearing House this morning, Clearing House certificates were in good supply at 8 ℘ cent. New-York funds are weaker, and are making fast, partly by reason of Boston bankers borrowing money in New-York. It is good opinion that New-York funds will shortly sell at a discount. Sales were made to-day at 17c, 15c, and 20c premium for cash, mostly 17c. The currency situation attracts less and less attention. There is still a small premium when one is obliged to obtain any considerable amount, but there is no premium when one wants to sell. Money brokers have practically ceased to deal in currency. One bank that bid ¼ ℘ cent. for $10,000 yesterday, later obtained it at par. There is still a greater demand for bills than there is supply, and consequently ⅛@¼ ℘ cent. is paid in exceptional cases. Banks generally, however, report that bills are being deposited in larger volume each day.

In the outside market a much easier and more confident tone is noticeable. Banks are putting out funds a little more liberally, but the private lender is actually seeking the borrower. No great stream of money is expected from the banks until the Clearing House certificates are retired. Banks are charging 8 ℘ cent. nominally on call, but private loans at 7@7½ ℘ cent. are made. Some banking houses have borrowed call money in New-York as low as 4 ℘ cent., and this fact is helping New-York exchange. Time money is not plentiful as yet. There is a scarcity of the highest grade of mill paper, such as the Manchester and Pacific, and rates on these would probably be marked down to 6½@7 ℘ cent. There is first-class mill paper, however, moving at 8 ℘ cent., but there is rather a competition for it. Renewals of corporation and collateral loans have been made with savings banks at 7@7½ ℘ cent. Collateral loans are also reported at 8@9 ℘ per cent. Good business paper moves slowly, but indications are that rates for this class will break in the near future. To-day quotations are from 9 to 12. No Clearing House certificates were taken out to-day or canceled.

Messrs. Spencer Trask & Co., 10 Wall Street, New-York, report closing quotations as follows:

	Bid.	Asked.		Bid.	Asked.
Atchison	17½	17¾	Oregon S. L.	8	10
At. & Pac.	2	..	Osceola Min.	23	23¾
At. Min.	7½	7¾	Pull. P. Car.	155	..
Bay State G.	8½	9	Quin. Min.	95	100
Bos. & Al.	..	200	Tam. Min.	128	130
Bos. & Low.	173	..	Gen. Elec.	37	37½
Bos. & Me.	145	146	Gen. Elec. pf	50	..
B. & M. Min.	19¾	20	W. Elec.	19½	20
Bos. Land	3¼	4	W. Elec. pf.	38	..
Bell Tel.	182	..	Wis. Cent.	6	..
B. & B. M.	6	6½	Water Pow.	1⅛	..
C., B. & Q.	78⅛	79¼	W. E. Land.	13½	13¾
Cal. & Hec.	264	268	W. E. St. Ry.	55½	56¼
Cent. Mass.	13	..	W. E. St. Ry. pf.	..	78
Cent. M. pf.	48	..	C. B. & N. 5s	..	96½
C. & Can.	..	3	C. B. & N. 2d 6s	..	100
Cen. Min.	2⅛	..	C. B. & N. deb. 6s	..	100
Dom. Coal	11	..	Mex. C. 4s	..	47½
Erie Tel.	..	40	M. C. 1st inc	11	12
F'klin Min.	9	..	M. C. 2d inc.	5½	7½
F. & P. M. pf	40	46	N. Y. & N. E. 7s	109¼	..
Fitchburg pf	73	..	N. Y. & N. E. 6s	102	..
F'man's B. L.	2½	3	N. Y. & N. E. 2d 6s	90	95
Kear. Cop.	5½	..	Wis. Cent. 5s	67½	..
Lamson S. S.	16	..	W. Cent. inc.	14¼	..
Maine Cent.	..	115			
Mex. Cent.	..	7½			
N. Y. & N. E.	21¼	21½			
N. Y. & N. E. pf.	57	60			
N. E. Tel.	..	50			
Old Colony	..	170			

PHILADELPHIA PRICES.

PHILADELPHIA, Aug. 31.—The market to-day has been dull and inclined to be offish. Traction stocks were steady, Philadelphia at 72 and Metropolitan at 82, with larger transactions than usual. The Lehigh Valley Coal Company has agreed to continue the existing arrangements with the coal operators for the present. Lehigh Valley stock has been weak in this market, and closed offered at the lowest price of the day. Pennsylvania advanced to 50⅛ on London buying. Reading junior securities closed off a little from the best prices. There has been considerable realizing by Philadelphia on the advance, and the bonds have been taken for New-York account. It is not understood why the company fails to publish its July earnings. The premium on currency has almost entirely disappeared, and New-York funds are less in demand to-day than at any time since the scarcity began. Chicago exchange sold at 1 ℘ cent. The total sales of stocks were 16,642 shares, of which 4,717 were in Reading, 4,179 in Northern Pacific common, 1,569 in Lehigh Valley, 1,136 in Pennsylvania, and 649 in Metropolitan Traction.

Dick Brothers & Lawrence, 30 Broad Street, New-York, report closing prices as follows:

	Bid.	Asked.		Bid.	Asked.
Balt. Trac.	18	18½	North. P. pf.	22	22¼
H. & B. T.	32	33	Penn.	49⅞	50⅛
H. & B. T. pf.	46	48	Penn. Steel.	..	60
Ins. C. of N. A.	19½	..	Peo. Trac.	9¼	9¾
Lehigh Nav.	46	47½	Phil. Trac.	72	72½
Lehigh Val.	30¾	30⅞	Phil. & Erie.	22	..
Met. Trac.	81½	82	Reading	8 7-16	8 9-16
Minehill	61	62	Rochester	..	54
New. P. 5s.	80	81	U. C.'s of N. J.	..	216
North. Cent.	..	68	W. N. Y. & P.	4⅛	4⅝
North. Pac.	5¾	5⅞			

CHICAGO STOCK MARKET.

CHICAGO, Aug. 31.—On the Stock Exchange to-day West Chicago sold at 125, North Chicago at 185@188, Diamond Match at 112, Lake Street L at 21½, New-York Biscuit at 25, Calumet Canal at 42. Money was 7 ℘ cent. Bank clearings, $10,888,812. New-York exchange, 50 cents discount.

TREASURY BALANCES.

WASHINGTON, Aug. 31.—The statement of the United States Treasurer, showing the classified assets of the Treasury and demand liabilities to-day, is as follows:

ASSETS.

Gold coin and bullion	$177,559,409
Silver dollars and bullion	330,026,135
Silver dollars and bullion, act July 14, 1890	149,794,263
Fractional silver and minor coin	18,386,132
United States notes	15,754,323
United States Treasury notes	4,321,887
Gold certificates	1,514,920
Silver certificates	2,649,886
National bank notes	3,254,333
Deposits with national bank depositories:	
General account	12,922,433
Disbursing officers' balances	3,605,223
Total	$714,788,444

LIABILITIES.

Gold certificates	$81,968,419
Silver certificates	329,290,504
United States Treasury notes	150,123,280
Currency certificates	5,625,000
Disbursing officers' balances, agency accounts, &c.	41,541,307

The receipts from internal revenue to-day were $475,249, from customs $726,027, and miscellaneous, $54,109. The national bank notes received to-day for redemption amount to $88,890.

FINANCIAL ANNOUNCEMENTS.

—Coupons of the Beech Creek Railroad Car Trust, the Citizens' Gas Company of Rochester, and of the Democratic Club due Sept. 1, of the Ticonderoga (N. Y.,) School District No. 5, due Sept. 21, and of the Gerlach, due Sept. 26, are payable at the office of the Knickerbocker Trust Company.

—Coupon No. 20 on the debenture bonds of the Boston, Hoosac Tunnel and Western Railway Company, due Sept. 1, will be paid at the banking house of Messrs. Kountze Brothers.

—Coupon No. 2 of the refunding mortgage bonds of the New-York, Ontario and Western Railway Company, due Sept. 1, will be paid at the office of the company, 56 Beaver Street.

—Winslow, Lanier & Co., the Farmers' Loan and Trust Company, and Coffin & Stanton will pay dividends on a number of securities advertised in another column.

—Interest due Sept. 1 on the first mortgage bonds of the New-York Biscuit Company will be paid at the banking house of Messrs. Kountze Brothers, 120 Broadway.

—September coupons of the Galveston City Railroad Company will be paid at the office of the New-York Guaranty and Indemnity Company.

Woman Sixty Years Old Commits Suicide.

RIVERHEAD, L. I., Aug. 31.—The wife of John Moran committed suicide last night by taking paris green, at Jamesport, seven miles from here. She and her husband were intoxicated last evening. Mrs. Moran was found dead this morning. She was sixty years old.

Moran was under the influence of liquor to-day and could tell nothing about his wife's death.

ON THE LONDON EXCHANGE.

American Securities Advanced Through Purchases by "Shorts."

Special Cablegram to the New-York Times.

LONDON, Aug. 31.—The markets opened strong to-day on continued short covering. A fair amount of business came from brokers, which carried the prices of Americans well above parities before noon.

When buying orders seemed to have been filled the market sagged under the influence of dearer money and doubts cast on payment of Central Pacific dividend by action of the Stock Exchange Committee, which, after having previously given notice to quote ex dividend to-day, postponed ex-dividend quotation till Sept. 15. The stock declined 1 point.

The bank return shows that the reserve has been increased £1,000,000, making it £16,000,000, and the stock of gold stands at £26,000,000.

Money may become dearer if the Indian Government issues a sterling loan next week. Indian exchange advancing with the co-operation of the banks, rupee paper has risen two points in the week.

American railway securities were irregular in the London market. The principal changes were: *Advanced*—Illinois Central, 1¼, to 95¾; Canadian Pacific, 1⅛, to 78¼; Louisville and Nashville, ½, to 56; Union Pacific, ½, to 23⅛; Kansas and Texas, ½, to 12¼; and Atchison, ¼, to 18¼. *Declined*—Northern Pacific preferred, ¼, to 23¾; Erie, ¼, to 15¼; Wabash preferred, ¼, to 16, and Ontario and Western, ¼, to 15⅛. Lake Shore sold at 122, Reading at 9⅛, and St. Paul at 59. British consols were quoted at 97 15-16 for money and 98 5-16 for account.

Financial.

NEW-YORK, July 19, 1893.

TO THE HOLDERS OF THE BONDS OF THE

Toledo, St. Louis & Kansas City Railroad Company:

In accordance with a resolution passed at a meeting of holders of the bonds of the above-named Company, the undersigned, a Committee appointed to represent the interests of the First Mortgage Bondholders, have prepared a preliminary plan and agreement for the protection of the holders of said bonds, which is now ready for EXAMINATION and SIGNATURE at the office of the Farmers' Loan and Trust Company, Trustees of the mortgage, 16, 18, 20, and 22 William St., New-York City.

ROSWELL G. ROLSTON,
GEORGE COPPELL,
M. L. SCUDDER,
ERNEST DICHMAN,
W. HOWARD GILDER,
Committee.

H. B. HOLLINS & CO.,
BANKERS,
CORNER OF WALL AND BROAD STS.,
Issue Circular Letters of Credit,
Available for Travelers in All Parts of the World.

NORTHERN PACIFIC RAILROAD CO.
17 BROAD ST., NEW-YORK, Aug. 28, 1893.
For the purpose of the annual meeting of stockholders, to be held on OCT. 19, 1893, the transfer books of the preferred and common stock of the NORTHERN PACIFIC RAILROAD COMPANY will be closed on Friday, Sept. 15, 1893, at 3 o'clock P. M., and remain closed until Monday, Oct. 23, 1893, at 10 o'clock A. M.
By order of the Board of Directors,
GEORGE S. BAXTER, Treasurer.

BONDS FOR SALE!
The undersigned has for sale Twenty Coupon Bonds of $500 denomination each, issued by the Borough of Morrellville, Cambria County, Penn., bearing 5 per cent. interest from Sept. 1, 1893, payable semi-annually, and redeemable optional in five years and absolutely in twenty years after their date. For further particulars, call on or address,
JOHN F. SEIGH, Borough Treasurer,
Fairfield Av., Morrellville, Johnstown, Penn.

THE HOLDERS OF THE BONDS OF THE
COLUMBUS & WESTERN RR. CO.
are requested to forward their names and addresses to the FARMERS' LOAN AND TRUST CO., TRUSTEE, 20 William St., New-York City.

BARING, MAGOUN & CO.,
15 Wall Street, New York.
BILLS OF EXCHANGE AND LETTERS OF CREDIT available in all parts of the world. Also Traveling Credits for use in this country, Mexico, and the West Indies.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

Dividends.

MICHIGAN-PENINSULAR CAR CO.
DETROIT, Mich., Aug. 29, 1893.
At a meeting of the Board of Directors, held 19th inst., it was resolved that a dividend of TWO PER CENT. on the preferred capital stock of the Company be declared for the quarter ending 31st inst., payable Sept. 1 to stockholders of record at the close of business on the 30th inst., at the office of the New-York Guaranty and Indemnity Company, 59 Cedar St., New-York City; transfer books to be closed on that date and reopened on the 2d of September.
It was also resolved that a dividend of THREE PER CENT. on the common stock of the Company be declared for the half year ending 31st inst., payable Oct. 2 to stockholders of record at the close of business on the 30th inst., at the office of the New-York Guaranty and Indemnity Company, 59 Cedar St., New-York City; transfer books to be closed on that date and reopened on the 3d of October.
JOSEPH TAYLOR, Secretary.

RICHMOND AND DANVILLE SYSTEM.
WASHINGTON, D. C., Aug. 29, 1893.
The coupons from the Richmond and Danville 5 per cent. equipment mortgage bonds, due Sept. 1, 1893, will be paid by the receivers on presentation at the Central Trust Company, 54 Wall Street, New-York City, on and after that date.
The coupons from the Virginia Midland general mortgage bonds, due Sept. 1, 1893, will be paid by the receivers on presentation at the National Mechanics' Bank, Baltimore, Md., on and after that date.
SAMUEL SPENCER,
F. W. HUIDEKOPER,
REUBEN FOSTER,
Receivers.

THE MISSOURI PACIFIC RAILWAY COMPANY, 195 Broadway, N. Y., Aug. 22, 1893.—The coupons due Sept. 1, 1893, of the Missouri Pacific Railway Company's Gold Trust five (5) per cent. bonds will be paid on and after that date, upon presentation at the office of the Mercantile Trust Company, No. 120 Broadway, New-York.
A. H. CALEF, Treasurer.

CHICAGO AND NORTHWESTERN RAILWAY Company, 52 Wall St., New-York, Aug. 29, 1893. A dividend of ONE AND THREE-QUARTERS PER CENT. on the preferred stock of this company will be paid at this office on Thursday, Sept. 21, 1893. Transfer books will close on Tuesday, Sept. 5, and reopen on Friday, Sept. 22, 1893.
M. L. SYKES, Treasurer.

ALL COUPONS DUE 1ST PROX. AND THE principal of all bonds due on that date issued by THE RAILROAD EQUIPMENT COMPANY, and secured by rolling stock furnished railroads under car-trust form, will be paid on and after that date at the offices of POST, MARTIN & CO., No. 45 Wall St., New-York, and E. W. CLARK & CO., No. 139 South 4th St., Philadelphia.
AUG. 31, 1893. H. A. V. POST, Treasurer.

THE EDISON ELECTRIC ILLUMINATING COMPANY OF NEW-YORK,
529 AND 531 PEARL STREET,
NEW-YORK, Aug. 20, 1893.
The coupons of the FIRST MORTGAGE BONDS of this company, due SEPT. 1, 1893, will be paid by the NEW-YORK GUARANTY AND INDEMNITY COMPANY on and after that date.
JOS. WILLIAMS, Treasurer.

OFFICE OF THE AMERICAN COAL COMPANY,
NO. 1 BROADWAY, NEW-YORK, Aug. 14.
THE BOARD OF DIRECTORS OF THE American Coal Company of Allegany County, Md., have this day declared a semi-annual dividend of THREE PER CENT. upon the capital stock of the company, payable at this office on Monday, Sept. 11, 1893. GEORGE M. BOWLBY, Secretary.

THE NEW-YORK BISCUIT COMPANY.
The interest due Sept. 1, 1893, on the First Mortgage Bonds of THE NEW-YORK BISCUIT COMPANY will be paid on and after that date at the banking house of KOUNTZE BROTHERS, 120 Broadway, New-York.
GEORGE P. JOHNSON, Treasurer.

FITCHBURG RAILROAD COMPANY.
Coupon No. 20 on Debenture Bonds of the Boston, Hoosac Tunnel and Western Railway Company, maturing Sept. 1, 1893, will be paid on and after that date upon presentation at the banking house of KOUNTZE BROTHERS, 120 Broadway, New-York.
D. A. GLEASON, Treasurer.

COLUMBUS, HOCKING VALLEY and TOLEDO RAILROAD COMPANY.
Coupons due Sept. 1 will be paid at the ATLANTIC TRUST COMPANY,
C. H. V. & T. Railway,
By C. C. Waite, President.

NEW-YORK GUARANTY & INDEMNITY CO.,
59 CEDAR ST., NEW-YORK.
The coupons of the GALVESTON CITY RAILROAD COMPANY FIRST MORTGAGE BONDS due Sept. 1, 1893, will be paid on and after that date at the above office.

FINANCIAL DIRECTORY

CLEARING HOUSE BANKS IN THE FOLlowing list are arranged in the order of their Association number.

BANKS.

National City 52 Wall Street
Chemical National 270 Broadway
GALLATIN NATIONAL. Capital, $1,000,000. Surplus, $1,600,000. 36 Wall Street
National Bank of Commerce Cap. and Surplus, $8,384,000. 29 Nassau St.
MERCANTILE NATIONAL. Capital, $1,000,000. Surplus Fund, $1,000,000. 191 Broadway
National Bank of the Republic Wall Street and Broadway
Hanover National Bank Capital, $1,000,000. Surplus, $1,895,000. 9 and 11 Nassau Street
The Nassau Bank Corner Beekman and Nassau Streets
National Park Bank 214 and 216 Broadway
Fourth National 16 Nassau Street
Central National 322 Broadway
Chase National 15 Nassau Street
Fifth Avenue Fifth Avenue, corner 44th Street
Lincoln National 34 East 42d Street
Seaboard National 18 Broadway
Eleventh Ward Bank 147 Avenue D
Fourteenth Street Bank 3 East Fourteenth Street
Hide and Leather National 38 Gold Street

TRUST COMPANIES.

Continental Trust Company 18 Wall Street
KNICKERBOCKER TRUST CO. Capital and Surplus, $1,000,000. 234 Fifth Av. and 18 Wall Street
Manhattan Trust Co. 20 Wall Street
NEW-ENGLAND LOAN AND TRUST CO. The Debentures of this corporation are a safe 6 per cent. investment. 160 Broadway
New-York Security & Trust Co. 46 Wall Street
THE STATE TRUST CO. Capital and Surplus, $1,800,000. 36 Wall Street

Dividends.

THE FOLLOWING COUPONS AND DIVIDENDS are payable at the office of the FARMERS' LOAN AND TRUST CO., 16, 18, 20, and 22 William St., on and after Sept. 1, 1893:
American Water Works and Guarantee Co.
Chicago & St. Louis Ry. Co. 1st Mtge. 6 per cent.
City of Seattle, Washington.
City of Hastings, Minn. (in favor of St. Paul & Chicago.)
Cornwall Water Works Co.
Evansville & Richmond R. R. Co.
Fond-du-Lac Water Co.
Green Island Water Works Co.
Keokuk Water Co., 1st Mtge.
Marinette Water Co.
Marietta Run Coal & Coke Co.
Merrill Water Co.
Minneapolis Gas Light Co.
Mobile & Ohio Car Trust.
Mt. Vernon Water Co. Consolidated Mtge.
New-York, Penn. & Ohio R. R. Co.
Orford Copper Co.
Pierce County, Tacoma, School Bonds.
Rochester Water Co.
St. Louis, Arkansas & Texas Car Trust.
Salisbury Water Works Co., 1st Mtge.
Sheyboygan Water Works Co.
Southern Kansas Water Co.
Texarkana Gas & Electric Light Co.
Terre Haute & Southeastern R. R. Co.
Town of Hancock (N. Y.) Bonds & Coupons.
United States Rolling Stock.
Wichita Water Co.
Waterloo Water Co.
Wabash Water Co., 1st Mtge.
Ft. Wayne & Jackson R. R. Co., Dividend.
SEPT. 20, 1893.
La Crosse City, Wis., Coupons.

COFFIN & STANTON,
BANKERS,
NO. 72 BROADWAY, NEW-YORK.
The matured interest on the following bonds is payable at our office on and after Sept. 1, 1893:
CITY OF BROWNWOOD, TEXAS,
Water Works 5 per cent.
CITY OF TIFFIN, OHIO,
Improvement 6 per cent.
CITY OF ERIE, PENN.,
Refunding Water 4 per cent.
CITY OF M'KEESPORT, PENN.,
Refunding 4½ per cent.
CITY OF M'KEESPORT, PENN.,
Improvement 4½ per cent.
VILLAGE OF BALDWINSVILLE, N. Y.,
Water 3½ per cent.
VILLAGE OF PAYNE, OHIO,
School District 6 per cent.
BOROUGH OF REYNOLDTON, PENN.,
Water 4½ per cent.

THE INTEREST AND DIVIDENDS ON THE following bonds and stocks are payable at the banking house of Messrs. WINSLOW, LANIER & CO., No. 17 Nassau St., New-York City, on and after Sept. 1, 1893:
ANDERSON, IND.,
Municipal 5s.
CLEVELAND & PITTSBURG R. R. CO.,
Quarterly Dividend 1¾ per cent.
DUNKIRK, IND.,
School 6s.
INDIANA, STATE OF.
Reg. Temp. Loan 3½ per cent.
LIMA, OHIO,
Water Works 5s.
PITTSBURG, FORT WAYNE & CHIC. R'Y CO.,
First Mortgage 7s. Series C.
Second Mortgage 7s. Series I.
AUG. 15.
CLEVELAND & MAHONING R'Y CO.,
Third Mortgage 7s.
MITCHELL, IND.,
School 5½s.

KNICKERBOCKER TRUST CO.,
234 5TH AV.
Branch Office, 18 Wall St.
The following coupons are payable at our offices on and after Sept. 1, 1893:
Beech Creek R. R. Car Trust.
Citizen's Gas Co. of Rochester.
Democratic Club.
AND
Ticonderoga (N. Y.) School Dist. No. 5 on Sept. 21.
The Gerlach on Sept. 26.
FRED'K L. ELDRIDGE, Secretary.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, SAN FRANCISCO, Cal., Aug. 24, 1893.—ONE DOLLAR PER SHARE on the capital stock of this Company will be paid on and after Sept. 15, 1893, on presentation and surrender of Dividend Warrant No. 29, at the office of the Southern Pacific Company, 23 Broad St., New-York City.
Transfer books will be closed at 3 o'clock P. M., Friday, Sept. 1, and open at 10 o'clock A. M., Monday, Sept. 18.
By order of the Board of Directors.
W. M. THOMPSON, Sec'y.

THE TRENTON POTTERIES COMPANY.
TRENTON, N. J., Aug. 24, 1893.
The Board of Directors of this company have this day declared the regular quarterly dividend of TWO PER CENT. upon the Preferred Capital Stock of this company, payable on and after the 11th day of September next.
The transfer books will be closed at 3 o'clock on the afternoon of Aug. 31, 1893, and reopened on the morning of Sept. 11, 1893.
WILLIAM S. STRYKER, Treasurer.

MOBILE AND OHIO RAILROAD COMPANY,
TREASURER'S OFFICE,
MOBILE, Ala., Aug. 21, 1893.
COUPON NO. 10, DUE SEPT. 1, 1893, ON THE general mortgage bonds of this company will be paid on presentation at the Gallatin National Bank, No. 36 Wall St., New-York, on and after that date.
HY. TACON, Treasurer.

UNITED TRACTION & ELECTRIC CO.
Coupons due Sept. 1, 1893, from the First Mortgage 5 per cent. Gold Bonds of this company, Providence and Pawtucket issue, will be paid on and after that date on presentation at the office of the Central Trust Company of New-York, 54 Wall St., New-York. Checks for interest on registered bonds will be mailed to holders on same date.

NEW-YORK, ONTARIO & WESTERN RAILWAY COMPANY.—Coupon No. 2 of the Refunding Mortgage Bonds of this Company, due Sept. 1, will be paid on and after that date at the office of the company, 56 Beaver St.
R. D. RICKARD, Treas.

Copartnership Notices.

NOTICE IS HEREBY GIVEN THAT A PARTnership has been formed between JOSEPH WEHRLE and CELESTIN S. WEHRLE, of the city of New York, under the firm name of JOSEPH WEHRLE & SON, as proprietors of the Belvedere House, Fourth Av. and 18th St.
N. Y., Sept. 1, 1893. JOSEPH WEHRLE & SON.

VETERAN ZOUAVES REJECTED.

The Elizabeth Company Will Not Be Accepted in the National Guard.

ELIZABETH, N. J., Aug. 31.—The Veteran Zouaves of this city will not be again taken into the New-Jersey National Guard. The members are indignant at the manner in which they have been treated by the State military authorities, and especially by Major Gen. Plume, toward whom their anger seems to be principally directed.

When the order was sent out, two months ago, disbanding the Gatling gun company, which was composed of members of the Veteran Zouaves, the order stated, "if they reorganized under the State l w and would wear the National Guard uniform, their application to be restored to the service would be favorably considered."

They complied with this suggestion and now they are informed that they are too old to be again enrolled in the National Guard, as they are all over forty-five years of age. They say this fact was known to the Major General and the other military authorities when the original order was issued, and they want to known why they were asked to reorganize only to get a slap in the face by being told they were not wanted in the New-Jersey National Guard.

They say the Nation was glad to accept of their services in the dark days from 1861 to 1865 and the State was satisfied to have them on its military roll for fifteen years or until designing politicians began to make war on them.

The Zouaves had been invited to take part in the Phil Kearney celebration, in New-York to-day, but owning to the deception practiced toward them they were unable to take steps in time to get the loan of guns from Trenton to take part in the parade.

Gen. Drake, commander of the Veteran Zouaves, threatens to prefer charges against somebody in connection with the matter, as he alleges his command has been shamefully treated.

CUT HER THROAT WITH A KNIFE.

Mrs. Buchman of Linden, N. J., Commits Suicide While Temporarily Insane.

ELIZABETH, N. J., Aug. 31.—Mrs. Emma E. Buchman, twenty-nine years old, wife of John Buchman, a farmer of Linden Township, cut her throat with a butcher's knife last evening. She was alone in the house with her three young children at the time.

Her dead body was discovered later by her oldest daughter, seven years old, and the child ran screaming into the field, where her father was at work, and told him what had happened. Mr. Buchman was overcome at the terrible sight.

His wife has been ill since the birth of her last child, and her death is supposed to have been prompted by temporary insanity.

IN THE REAL ESTATE FIELD.

The Question of an Increase in the Interest Rate on Loans.

The attitude of the large life insurance companies, banks, and other lending institutions toward real estate mortgages has been securing attention from operators for a month past. On Aug. 13 THE NEW-YORK TIMES called attention to the fact that institutions of this kind had determined to increase the interest rate on renewals to 6 per cent. Such institutions loan usually on yearly mortgages, which speculators in realty like.

A republication of the news of the increase in the interest rate was made in an evening newspaper yesterday and was accompanied by sundry comments on the effect of the step. As a matter of fact, however, the life insurance companies have not figured much lately in regard to real estate loans, except to refuse to make new ones. Loans on realty during the past six weeks or so have come mainly from estates and other private funds. There is still much money available at 5 per cent., and on long and desirable loans at even less, as the records of the Register's Office and the bulletins of the real estate brokers show. Some embarrassment may be caused to speculative builders in getting their permanent loans, but the amount of new building has not been so large this year as to make this an important factor in the market.

Another circumstance is that few persons engaged in real estate operations believe that the present conditions can long prevail, and they are looking forward with confidence to a return to much easier monetary conditions.

The sale, under foreclosure, by Mr. William Kennelly, of property on Broadway, south of West One Hundred and Thirtieth Street, announced for yesterday, was adjourned to Sept. 12.

No sales at auction are announced for to-day.

New Buildings and Alterations.

In the Building Department yesterday plans for the erection of the following new buildings and alterations were filed:

By Mrs. E. L. Bruse of Tuxedo Park, N.Y., for a two-story brick stable, on the south side of Twenty-second Street, west of Third Avenue, $12,000.

By James E. March of 39 Marion Street, for two five-story brick dwellings at 39 Marian Street, $28,000.

By Louis Wirth of 166 East Eighty-first Street, for six brick dwellings of various dimensions on the south side of One Hundred and Fourteenth Street, east of Lenox Avenue, $84,000.

By Elanor Phœnix, alterations to a four-story brick dwelling at 5 West Forty-sixth Street, $1,500.

Recorded Real Estate Transfers.

Thursday, Aug. 31.

Maiden Lane, 2; Francis M. Smith and wife to Sydney J. Colford	$1
Madison St, 230; Abraham Solomon and wife to Rebecca Abrahams	19,000
5th St, s s, 145.8 ft e of Avenue C, 19.8x97; Caroline Abraham to Adolph Newman and another	10,000
88th St, s s, 308.4 ft e of Avenue B, 19.10x97.6; Ignatz Bleier and wife to Leopold Weitzner and another	15,500
Goerck St, e s, corner of Stanton St, 20.8x29.10; Fannie Drucker to Jacob Kulla	12,000
Willett St, 39; David Beck and others to Theresa Goodkind	21,500
16th St, n s, 450 ft e of 9th Av, 25x91.9; Patrick Cassidy and another to John J. Deery	1
16th St, n s, same property; John J. Deery to Evelina B. Bleakley	30,500
93d St, n s, 301.6 ft e of Amsterdam Av, 17x100.8; Lippe B. Hall to Agnes E. Ackerman	1
Amsterdam Av, e s, 52.2 ft s of 86th St, 25x90.10; Helen D. Burnett to Louise W. Hansen	32,750
49th St, 115; Mattie B. Yost to Oscar Ehlers	1
80th St, n s, 80 ft w of 1st Av, 20x66.3; Ignatz Koref and wife to Louise Ettinger	11,000
2d Av, e s, 80.11 ft s of 116th St, 20x80; Isidore Abrahams and wife to Johanna Solomon	13,000
111th St, n s, 305 ft w of 7th Av, 20x100.11; William M. Denman, referee, to Joseph J. Belanger	300
123d St, s s, 425 ft e of 8th Av, 50x100.11; John F. Petty to the German-American Real Estate Title Guarantee Company	60,000
122d St, 221 West; Henry D. Macdona, referee, to Etta Fergoteson	9,500
2d Av, e s, Lots 12 and 13, map of Monterey, (24th Ward;) Max Mashe and wife to Eunice B. Franke	1
Lots 144 and 145, map of Hyatt Farm, (24th Ward;) Frank G. Swartwout and wife to Frank J. Thornton	1
122d St, 161 East; Alexander A. Jordan and wife to Julius H. Horwitz	30,000
132d St, 30 and 32 West; Samson Wallach and wife to Bella Holzmann	53,750
131st St, s s, 175 ft e of 5th Av, 75x99.11; Mary Hemenway to William Forbes	18,900
3d Av, 1,993; Bella Holzmann to Samson Wallach	36,000

Recorded Mortgages.

Bleakley, Evelina B., to J. J. Deery; n s of 16th St, e of 9th Av, 3 years	$4,000
Byrne, Julia A., and another to Edmund Hendricks; n s of 62d St, e of Park Av, 5 years	6,000
Buck, Jane N., and another to Metropolitan Savings Bank; s s of 56th St, e of 4th Av, 1 year	1,000
Cohen, George J., and wife to Julius Cohen; s s of 80th St, e of Amsterdam Av, 1 year	5,000
Clausen, Henry, Jr., and wife, to New-York Life Insurance and Trust Company; 5th Av, s w corner of 58th St, 3 years	200,000
Duempelmann, Caroline, to David Mayer; 105½ Lewis Street, 3 years	2,000
Drucker, Fannie, to Ignatz Rosenberg; e s of Goerck St, w of Stanton St, 1 year	2,000
Ehlers, Oscar, to H. B. Sere; n s of 49th St, w of 4th Av, 1 year	4,400
Fitzgibbon, Annie E., and another, to William E. Fitzgibbon; s s of 79th St, e of Amsterdam Av, 3 years	5,000
Forbes, William, to Mary Hemenway; n s of 131st St, e of 5th Av, 1 year, (three mortgages)	16,500
Fisher, Dora, to H. H. Levy; s e of Norfolk St, n of Division St, 3 years	2,000
Holzmann, Michael, and wife to John Denner and another; s s of 86th St, w of 1st Av, 1 year	5,000
Holzmann, Bella, to Samson Wallach; 32 West 132d St, 5 years	6,750
Hanson, Ola, and wife to A. D. Knapp; n s of 164th St, w of Edgecomb Av; notes	950
Holmer, Paul H., and wife to United States Savings and Loan Bank; s s of Honeywell Av, n of Mechanics St; instalments	1,500
Goldman, Manassah L., and wife to Morris Sumansky; n s of Canal St, w of Allen St, 1 year	9,999
Leverits, Frederick B., and others to the Equitable Assurance Society of the United States; 215 West 118th St, 5 years	8,500
Muller, Christian, and wife to the German Savings Bank; w s of Avenue A, s of 79th St	6,000
Meisel, Anna C., to Metropolitan Savings Bank; n s of 16th St, w of Avenue B, 1 year	1,600
Newman, Adolph, and another to Caroline Abraham; s s of 5th St, e of Avenue C	5,000
Reid, Walker, to Mary Bird; s s of 93d St, w of Madison Av, demand	5,000
Shanks, Ellen J., and another to S. V. Constant; w s of Bradhurst Av, s of 155th St, demand	1,600
Stollberg, Anselm, and wife to Charles Schledorn; e s of Union Av, s of 165th St, 4 years	5,000
Wannemacher, Henry, and wife to Valentine Kolb; n s of 6th St, e of 2d Av, 1 year	2,500
Weitzner, Leopold, and wife to Ignatz Bleier; s s of 8th St, e of Avenue B, 5 years	4,000

Mechanics' Liens.

Filed yesterday in the County Clerk's office.

49th St, 44 West; Henry McShane Manufacturing Company against George L. Lockwood, owner; William Fowler, contractor	$153
3d Av, e s, 102 ft n of 188th St, 30.4 ft front; Thomas H. Grogan against Mary Kennedy, owner and contractor	30
Monroe St, 88; Donovan Brothers against Louis Meyer, owner and contractor	135
Popham St, s s, 183.11 ft w of Anthony Av, 75 ft front; F. Flour against Emma J. Holder, owner; Conrad Teid and H. Masche, contractors	251
65th St, s s, 500 ft w of 8th Av, 50 ft front; Reynolds & Quinn against Mary McKenna and William Stone, owners; Mary and James McKenna, contractors	300
Morris Av, e s, entire front between 154th and 155th Sts; C. Gaetano against Mary and Peter Algie, owners; Peter Algie, contractor	57
108th St, n s, 125 ft e of 5th Av, 150 ft front; William K. Hammond against Frederick Rohrs, owner; George Douglass and others, contractors	108
89th St, n s, 200 ft w of Columbus Av, 100 ft front; same against Jacob A. Zimmmer and others, owners; Frederick Rohrs and others, contractors	802
Canal St, 253; Charles Burkelman against John Syms, owner and contractor	75
Lexington Av and 114th St, n w corner; Adam Happel against Annie Kelms, owner; Anthony Grogan, contractor	172
64th St, 28 East; Jacob Winter against Charles F. Williams, owner; Arthur C. Burdette, contractor	185
1st Av, 2,056; R. Welter against R. N. Arnew, owner; R. J. McDonald, contractor	130
18th St and 8th Av, s w corner; M. S. Mosher against Charles Lewis, owner; John C. Van Houten, contractor	584

Drought Sufferers in Mexico.

SAN LUIS POTOSI, Mexico, Aug. 31.—Thousands of poor people are suffering on account of the lack of water and food supplies. The protracted drought has caused the city to be deprived of all its pure water supply, and for several months the only water used has come from polluted wells. The city has been swept by epidemics, and the condition of the lower class of people is pitiable. An effort was made a few months ago to relieve the wants of the suffering by establishing free eating houses, but thousands of people were attracted from the surrounding country by the new charitable institutions, and they were given up. Several hundred families have been shipped to other States, where they found work.

Mr. Egan Anxious to Answer "Calumnies."

WASHINGTON, Aug. 31.—Patrick Egan, ex-Minister to Chile, called at the State Department to-day to pay his respects to Secretary Gresham. Mr. Egan told a reporter that he was anxious to visit London and Dublin to refute to his friends the "calumnies" which he says were heaped on him during his official career at Santiago.

City Real Estate for Sale.

AUCTIONEER. AGENT.

Geo. R. Read,

REAL ESTATE,

9 PINE ST., ASTOR BUILDING.

BROKER. APPRAISER.

Summer Resorts.

CONNECTICUT.

A BEAUTIFUL SUMMER RESORT. ALWAYS COOL AND NO MOSQUITOES.

INDIAN HARBOR HOTEL,

GREENWICH, CONN.

B. H. YARD, PROPRIETOR.

Situated on Long Island Sound, 28 miles from New-York; 46 minutes from Grand Central Depot. Send for descriptive pamphlet.

MAINE.

PASSACONAWAY INN,

York Cliffs, Me. First season. Rates from ROMER GILLIS, Manager, P. O. & R. R., York Beach, Me.

NEW-JERSEY.

HOTEL NETHERWOOD,

NETHERWOOD, N. J.

OPEN INTO OCTOBER.

Forty-five minutes from Liberty St., Central Railroad of New-Jersey. Elegant brick structure. All modern conveniences. FRANK E. MILLER.

NEW-YORK.

Richfield Springs, N. Y.

HOTEL EARLINGTON

WILL REMAIN OPEN UNTIL SEPT. 25. APPLY DIRECT, OR TO HOTEL BRISTOL, 5TH AV. AND 42D ST., NEW-YORK CITY.

E. M. EARLE, Proprietor.

ADIRONDACKS

September the attractive month at

HOTEL AMPERSAND

Ten hours from New-York City, without change, and in direct connection with the West.

EATON & YOUNG, MANAGERS,

AMPERSAND, Franklin County, New-York.

NEW GRAND HOTEL,

Western Catskill Mountains.

OPEN UNTIL LATE IN SEPTEMBER.

REDUCED RATES FOR JULY AND SEPT.

Only hotel on mountain top with direct railroad access; through parlor cars to hotel grounds; elevation 2,500 feet; 4½ hours from New-York. For rates, &c., address J. & S. J. CORNELL, Summit Mountain Post Office, Ulster Co., N. Y.

MANHANSET

House and Cottages, Shelter Island, L. I., N. Y. Greatly enlarged and improved; beautiful new music hall; electric lights; elevator; suites with baths; healthfully located amid beautiful scenery, drives, and groves; yachting, bathing, fishing, dancing, &c. Open until Sept. 15. Easily accessible by new fast trains on Long Island Railroad and new steamers Montauk and Shelter Island. Send for terms and illustrated pamphlet to H. D. W. LAWSON, formerly of Murray Hill Hotel, Manager, Manhanset House, Suffolk County, N. Y.

HOTEL CASTLETON,

Brighton Heights, New-Brighton, S. I.

Just the spot. Airy and delightful; only 25 minutes from Lower Broadway by prompt and frequent boat service; hotel stage in waiting.

JAS. H. RODGERS, Proprietor.

WHEN IN BUFFALO STOP AT THE GENESEE. NIAGARA FALLS forty minutes away.

Hotels.

HOTEL WELLINGTON,

Madison Av. and 42d St.,

NEW-YORK.

One block from Grand Central Depot.

A family hotel of the best class, with special rates to permanent guests. Rooms $1 per day and upward. American and European plan.

GEORGE MURRAY.

THE DUNMORE,

230 West Forty-second Street.

EUROPEAN PLAN.

Furnished Suites, consisting of Parlor, Bedroom, and Bath. Restaurant and Café.

WILLIAM H. VALIQUETTE, Prop.

UNION SQUARE HOTEL.

J. H. FIFE, Manager.

European plan. Rooms $1 per day and upward. Special rates during the Summer months and to permanent guests.

Union Square and 15th St., New-York.

HOTEL RENAISSANCE,

43D ST., WEST OF 5TH AV.

STRICTLY FIRE-PROOF.

Several apartments for rent.

THE SORRENTO,

14 AND 16 EAST 53D ST.

Apartments, furnished and unfurnished. Steam heat, elevator, and restaurant.

The Turf.

CONEY ISLAND JOCKEY CLUB.

AUTUMN MEETING, 1893.

TO-DAY, SEPT. 1.

THE GOLDEN ROD STAKES.

TO-MORROW, THE DASH STAKES AND THE OMNIUM HANDICAP.

Trains from East 34th St. Ferry and boats from foot of Whitehall St. every half hour.

BADGES sold at RAILROAD TICKET OFFICES and at track.

CLIFTON, N.J., RACES

EVERY WEEK DAY AT 2:30 P. M.

Grand stand, $1. Ladies, 50c.

Special trains leave foot of Chambers St., New-York, at 12:20, 1:15, and 1:40 P. M., and foot West 23d St. at 12:25, 1:10, and 1:40 P. M.

C. V. SASS, Sec'y. G. H. ENGEMAN, Pres't.

Boarders Wanted.

18TH ST., 42 WEST.—Very large parlor floor suitable for business; also other rooms; private bath.

50TH ST., 61 WEST.—Second floor; large rooms; also third floor back, with board; references.

75TH ST., 119 WEST.—Elegantly-furnished second-floor and other rooms; private baths; superior table; references.

484 MADISON AV.—Third-floor front room; large closets; also, hall room; references.

Furnished Rooms.

7 WEST 31ST ST.—Elegantly-furnished suites on second and third floors; also other rooms; references.

68 WEST 35TH ST.—Large rooms; newly furnished; suitable for bachelor; front parlor for doctor's office.

71ST ST. WEST, OFF SHERMAN SQUARE.—Entire second floor; nicely furnished; one or two gentlemen; private family. For particulars address A. H., Box 293 Times, Up Town.

Unfurnished Rooms.

HOTEL BERESFORD,

CENTRAL PARK WEST, 81ST TO 82D ST., FRONTING BOTH CENTRAL PARK AND MANHATTAN SQUARE; FINEST LOCATION IN THE CITY. A FEW SUITES OF TWO TO SIX ROOMS AND BATH. EVERY ROOM OUTSIDE. IN THE NEW FIRE-PROOF TEN-STORY ADDITION. TO RENT UNFURNISHED FROM SEPT. 1. DINING ROOM ON THE NINTH FLOOR.

Situations Wanted—Females.

TIMES, UP TOWN OFFICE,

1,269 Broadway..........Near 32d Street

Open daily, Sundays included, from 5 A. M. to 9 P. M.

Chambermaids.

CHAMBERMAID, &c.—By a young girl as chambermaid or waitress; best city reference. Call, last employer's, 119 West 64th St., from 10 to 2.

CHAMBERMAID—WAITRESS.—By two girls as chambermaid and waitress, together or separate. Address M. D., Box 298 Times, Up Town.

Cooks.

COOK.—By competent cook; understands her business thoroughly; all kinds soups, meats, poultry, and desserts; excellent baker; do coarse washing; good city reference. Address N. F., Box 323 Times, Up Town.

COOK.—By a respectable middle-aged woman as cook in private family or boarding house; is good cook; understands her business; good city references. 528 West 42d St.

COOK, WASH, AND IRON.—By a respectable Protestant woman; good plain cook, washer, and ironer; best of references. Mary, 1,162 3d Av.

COOK.—By a young girl as good cook and do plain washing; small private family; best city references. Address D. F., Box 297 Times, Up Town.

COOK.—By a first-class cook in a private family; thoroughly understands her business; best city reference. Call at 206 East 59th St.; no cards.

COOK.—By a competent person as cook and do plain washing. Mrs. Ross, 235 West 19th St.

Day's Work.

DAY'S WORK.—By young woman to go out by the day to wash and iron or do housecleaning; city reference. 41 West 22d St., 3 flights front. A. W.

DAY'S WORK.—By a first-class laundress to go out by the day; is also a good cook; good city reference. 145 East 32d St., third floor.

Governesses.

FRENCH GOVERNESS.—English, French, (brevet,) music, drawing, painting, needlework; good references. Address Mlle. Decourbey, Sherman Hall, Morristown, N. J.

GOVERNESS.—North German; diploma; seeks re-engagement; English, German, French, rudiments of music; six years' reference. Address B. B., Box 210 Times.

Lady's Maids.

LADY'S MAID.—By an experienced person; competent in all her duties; good family seamstress; understands hairdressing and dressmaking; good packer and traveler; English; best city references. Address S. K., 25 East 38th St.

Laundresses.

LAUNDRESS.—By experienced laundress in private family; city or country; best city reference. Address, by letter, Laundress, 1,338 3d Av.

Nurses.

NURSE OR NURSERY GOVERNESS.—By experienced German kindergärtnerin, or as maid and companion; good sewer; references. Address Nursery Governess, Box 190 Times.

NURSE.—Can take entire charge of baby; understands the care of bottles; best city reference. Call at 575 3d Av.

Miscellaneous.

STENOGRAPHER AND TYPEWRITER.—Ten years' practical business experience; quick, accurate, and competent; salary, $18 per week. Address M., 1,338 3d Av.

Situations Wanted—Males.

Butlers.

BUTLER—COOK.—By a French couple, together or separately, having several years of experience and first-class references; fully capable of taking entire management of a first-class private family or bachelor's apartments; city or country. Address C. B., Box 318 Times, Up Town.

BUTLER—COOK.—By a man and wife; both competent and reliable servants of many years' experience; disengaged Sept. 1; best city reference from present employer. Address J. M., Box 389 Times, Up Town.

BUTLER.—Swede; highest references; competent; experienced; four years with last employer; attentive, reliable, sober, well educated. Competent, 990 6th Av.

BUTLER.—Thorough; by an Englishman where second man or parlormaid is kept; age, 32; height, 5 feet 11; two years' personal reference. Address M. F., 162 East 23d St.

Coachmen.

COACHMAN.—By an experienced married man; no family; can give entire satisfaction; sober, civil, and industrious; eight years' city reference from last employer, who can be seen. F. D., Box 390 Times, Up Town.

COACHMAN.—A lady would like to find situation for her man; will recommend him as thorough city driver whom she can personally vouch for as to sobriety and honesty; disengaged on Sept. 5. Call or address J. S., 39 West 44th St.

COACHMAN.—By experienced, single Protestant man; reliable; can take full charge of any gentleman's establishment; thorough horseman; careful driver; highest references; last employer can be seen. A. T., care Martin, 235 5th Av.

COACHMAN AND GROOM.—Can strongly recommend a man; sober, honest, and careful; third year with me. Seals, 134 Leonard St.

COACHMAN.—Has long and satisfactory testimonials from his last and former employers in city. Address E. D., Box 391 Times, Up Town.

COACHMAN.—City or country; good reference. Inquire at stable, 57 and 59 Irving Place.

Gardeners.

GARDENER.—Married; no children; understands his business in all branches; greenhouse, roses, graperies, vegetable garden; care of fine stock, dairy, and poultry; five years' reference from last place. Address J. S., Box 207 Times.

GARDENER.—Single; German; first-class experience in greenhouse, graperies, roses, and all flowers, fruits, and vegetables; best city reference. Address J. D., Box 464 Times, Up Town.

Useful Men.

USEFUL MAN.—By a Swede; country preferred; willing to work hard and be useful; intelligent, sober, and reliable; good references. Address Olefson, Box 210 Times.

Miscellaneous.

MALE NURSE.—Hospital graduate; gives massage and Swedish movements. Address H. E. B., Box 334 Times, Up Town.

NIGHT WATCHMAN OR PORTER.—By German-American; five years' experience; best city reference; salary moderate. C. Schnitz, 270 1st Av.

The Trades.

PARQUET FLOORS, FURNITURE, CABINET trim, &c., cleaned and polished; china, glass, pictures, mirrors, and all household goods packed for shipping or storage. Charles Roak, 212 West 36th St.

Help Wanted—Males.

GARDENER WANTED.—Must thoroughly understand the care of a gentleman's country place, the cultivation of vegetables, outdoor fruit and flowers, as well as the propagation of bedding plants. Address, with full particulars, references, and wages expected, S. S. Howland, Mount Morris, N. Y.

GENTLEMEN OF NEAT APPEARANCE WHO would like to engage in a business which will pay $15 to $30 weekly; no canvassing. 30 East 14th St., Room 12.

WANTED—A groom; lightweight; must have references. Address Box 747 Post Office, New-Rochelle, Westchester County.

Law Schools.

UNIVERSITY LAW SCHOOL. Thirty-fifth year begins Oct. 2, 1893. Confers LL. B.; also (for graduate course) LL. M.

AUSTIN ABBOTT, Dean and Senior Professor.

Address, for catalogue,

PROF. RUSSELL,

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METROPOLIS LAW SCHOOL.

Fall term begins Oct. 2; Evening Sessions.

ABNER C. THOMAS, LL. D., Dean. For catalogues address Prof. CLARENCE D. ASHLEY, 207 B'way.

Instruction—City Schools.

COLUMBIA COLLEGE.

EXAMINATIONS will be held as follows:

SCHOOL OF ARTS, for entrance and for deficient students, Sept. 20—27.

SCHOOL OF LAW, for entrance Sept. 20—27; for deficient students and for advanced standing Sept. 27—30.

COLLEGE OF PHYSICIANS AND SURGEONS, for entrance (Regents' examinations) Sept. 26—28.

SCHOOL OF MINES, for entrance and for deficient students Sept. 20—29.

MATRICULATION and Registration Day for SCHOOL OF POLITICAL SCIENCE, SCHOOL OF PHILOSOPHY, and SCHOOL OF PURE SCIENCE, Sept. 27.

The Treasurer will be at the College Buildings, 49th St. and Madison Av., Sept. 27, to receive matriculation and tuition fees for all Departments except the College of Physicians and Surgeons. On the same day fees for the College of Physicians and Surgeons will be received at 437 West 59th St.

The ACADEMIC YEAR will begin, in all the Schools and Departments, on MONDAY, Oct. 2, at 9:10 A. M.

SETH LOW, LL.D., President.

NEW-YORK BUSINESS COLLEGE, Mt. Morris Bank Building, 81 East 125th St., N. Y.

Thorough instruction in every branch pertaining to preparation for business. Both sexes received. Morning, afternoon, and evening sessions. Experienced teachers.

1. ENGLISH and ACADEMIC Department.—Regular session begins Oct. 1 and ends July 1.

2. BUSINESS and SHORTHAND Departments.—Open all the year. Now is a good time to begin with these studies.

3. NIGHT SCHOOL.—Resumes sessions on the evening of Monday, Sept. 4, at 7:30 P. M.

EXPENSES MODERATE.—Tuition for one full session of nine months, $100; for six months in any one department, $60; night school, three months, $15.

For circulars call at the college office or address as above. CLEMENT C. GAINES, Prin.

MENTION THIS PAPER.

COLLEGIATE INSTITUTE OF Dr. J. Sachs,

SCHOOL FOR BOYS,

38 WEST 59TH ST.,

REOPENS THURSDAY, SEPT. 21, 1893.

THOROUGH PREPARATION FOR ALL COLLEGES.

SPECIAL COMMERCIAL DEPARTMENT.

SCHOOL FOR GIRLS,

116 WEST 59TH ST.,

REOPENS WEDNESDAY, SEPT. 27, 1893.

COMPLETE ORGANIZATION, INCLUDING COLLEGE PREPARATION, FROM PRIMARY TO ACADEMIC DEPARTMENT.

PACKARD'S

BUSINESS COLLEGE

and

SCHOOL OF STENOGRAPHY

will reopen on Tuesday, Sept. 5.

Office now open for the registration of students.

Call or send for prospectus.

S. S. PACKARD, President,

103 East 23d St., New-York.

COLLEGIATE SCHOOL FOR BOYS, 34 WEST 40TH ST., (BRYANT PARK.) WILLIAM McDOWELL HALSEY, PH. D. Short lessons thoroughly mastered. Reopens Wednesday, Sept. 27, 1893.

Refers among others to the following patrons:

Mr. Geo. A. Robbins,	Mr. John N. Stearns,
Rev. Dr. Thos. H. Sill,	Mr. Robert Maclay,
Mr. John Le Boutellier,	Mr. John A. Riker,
Mr. Warner Van Norden,	Rev. Dr. Erskine White.
Mr. John McKesson, Jr.,	Mr. Joseph W. Harper.

THE MISSES ELY'S SCHOOL FOR GIRLS, RIVERSIDE DRIVE, 85th and 86th Streets.

Unusual facilities for elementary work are offered by the equipment of the building 338 West 86th Street, adjoining the school grounds, devoted to primary classes of little boys and girls.

DWIGHT SCHOOL, 1,481 BROADWAY, NEAR 43D ST. A superior preparatory school for boys. Careful preparation for all colleges, scientific schools, and for the Regents' examinations. Fall term begins Sept. 25. Catalogues on application. HENRY C. MILLER, ARTHUR WILLIAMS, } Principals.

COLUMBIA INSTITUTE, CORNER WEST 72d St. and West End Av.—Nineteenth year commences Sept. 27; spacious new buildings; collegiate preparation; intermediate and primary classes; commercial department; military drill; large playground; gymnasium; boarding pupils received. Send for illustrated catalogue. EDWIN FOWLER, M. D., A. B., Principal.

COLLEGIATE SCHOOL, Founded 1633. 241 AND 243 WEST SEVENTY-SEVENTH ST. Boys prepared for College and for Business. Primary department, Gymnasium, Military drill under U. S. Army officer. Reopens Sept. 28. L. C. MYGATT, Head Master.

DRISLER SCHOOL, NO. 9 EAST 49th ST.—Established 10 years.—Four departments. Gymnasium under competent instruction. Prepares for all colleges and for business. Building large, light, and well ventilated. Two resident pupils received into the Principal's family. Reopens Oct. 2.

THE REED SCHOOL. 6, 8, 10 East 53d St. 30th Year begins Oct. 3. Mrs. Sylvanus Reed, Resident; Mr. J. Ramsay Montizambert, M. A., Head Master. Primary, Secondary, and Collegiate courses, including all studies required at university entrance examinations.

YALE SCHOOL, 51 WEST 51ST ST. Prepares for all colleges and for business. WM. C. READIO, L. E. BROWN. Opens Sept. 27, 1893.

MOELLER INSTITUTE, 1863. 335 WEST 29TH ST. 1893. Kindergarten, Day and Boarding School. Prepares for college and business. Opens Sept. 12. P. W. MOELLER, Principal.

HAMILTON INSTITUTE, 103-5 WEST 82D ST. A high-grade College Preparatory School, with Primary Department, Athletics, Military Drill. Number limited. Send for illustrated catalogue. N. ARCHIBALD SHAW, Jr., Principal.

MISS WALKER'S SCHOOL FOR GIRLS, 148 Madison Av.—Reopens Oct. 2; numbers limited; school hours from 9 to 1; no home study for pupils under fourteen, who remain until 2 o'clock; applications by letter until Sept. 20.

MRS. HAZEN'S SCHOOL FOR GIRLS, PELHAM MANOR, NEW-YORK. Combined advantages of City and Country. Increased facilities for pupils. Reopens September 28.

J. H. MORSE'S SCHOOL, 423 MADISON AV., NEW-YORK. Autumn term begins Oct. 2. Thorough preparation for all colleges. Summer address of Principal, Cotuit, Mass.

THE MISSES GRINNELL'S Day School for Girls, 22 East 54th St., re-opens Oct. 5. Primary, Academic, and Collegiate Departments. Special courses. Kindergarten, Oct. 10.

HARVARD SCHOOL, 578 5TH AV. REOPENS SEPT. 28, 1893. Preparation for Yale, Harvard, Princeton, and Columbia. WILLIAM FREELAND, Principal.

F. G. IRELAND'S CLASS FOR BOYS, 25 West 42d St., reopens Monday, Oct. 2; limited to twenty-four. Mr. Ireland will be at the classrooms after Sept. 18, 9 to 1.

IRVING SCHOOL, (BOYS,) 20 WEST 59TH ST. LOUIS DWIGHT RAY, M. A. All departments. Gymnasium. Reopens Sept. 28. Year book on request.

ST. LOUIS COLLEGE, (Catholic,) 224 West 58th St., Central Park. Strictly select school for limited number of boys. Rev. Jos. Hétet, D. D., S. P. M., President.

MISS SPRING'S ENGLISH AND FRENCH School for GIRLS, No. 121 EAST 36th St., near Park Av., reopens Thursday, Sept. 28. A class for Little Boys. At home after Sept. 16.

MISS GIBBONS' SCHOOL FOR GIRLS. MRS. SARAH H. EMERSON, Principal. A few boarding pupils taken. Re-opens Oct. 4, 55 West 47th St.

WOODBRIDGE SCHOOL. 12th Year. 417 MADISON AV. REOPENS OCT. 2. NO JUNIOR DEPARTMENT. J. WOODBRIDGE DAVIS. DAVID A. CENTER.

MISS BALLOW'S SCHOOL FOR GIRLS.—Miss M. S. Morgan, Miss E. F. Gallaudet, Principals. Reopens Oct. 5. 24 East 22d St.

HOME BOARDING AND DAY SCHOOL FOR GIRLS. 607 Fifth Av. Rev. Dr. and Mrs. Charles H. Gardner, Principals.

MISS BARBER AND MISS MONTFORT'S morning classes for young ladies; academic, collegiate, and special courses; Oct. 4. 44 West 34th St.

FRANCIS B. ALLEN'S CLASS FOR BOYS, 13 West 42d St., reopens Sept. 28; number limited. Especial care with backward boys. 11th year.

CLASS FOR BOYS. 22 EAST 54TH ST., REopens Oct. 4. English, French, Latin. Fourteenth year. THE MISSES GRINNELL.

AT MISS PERRIN'S 696 MADISON AV., near 62d St., special classes in all branches of tuition; boarding pupils, $600 per annum; 15th year.

MISS JAUDON'S SCHOOL, 348 MADISON Av., reopens Oct. 4. Primary classes. College preparation. A few resident pupils.

MISS CARRIER, formerly with MISS DU VERNET. School for Boys and Girls. Reopens Oct. 4. French spoken. 52 EAST 58th ST.

THE MISSES PERRINE'S SCHOOL FOR GIRLS, 44 East 78th St., next corner Madison Av. Resident Pupils. Special Studies.

THE MISSES MASON'S SCHOOL FOR GIRLS, 49 West 50th St., will reopen Oct. 2.

Instruction—City Schools.

COLUMBIA GRAMMAR SCHOOL,

34 AND 36 EAST 51ST ST.

ONE HUNDRED & THIRTIETH YEAR BEGINS TUESDAY, Sept. 26.

Thorough preparation for all colleges, scientific schools, and business. Primary department, Gymnasium. Applicants examined on and after Tuesday, Sept. 19.

Catalogues at Putnam's and at the school.

Dr. R. S. BACON, A. M., LL. B., Mr. B. H. CAMPBELL, A. M. } Principals.

Instruction—Country Schools.

STEVENS SCHOOL.

THE ACADEMIC DEPARTMENT OF THE STEVENS INSTITUTE OF TECHNOLOGY, RIVER ST., between 5th and 6th Sts., Hoboken, N. J., REOPENS SEPT. 20, 1893.

Examinations for admission on the 18th and 19th of September.

Full courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.

The rate of tuition for all classes is $150 per year or $50 per term. These terms include all the studies.

For catalogues apply to the Librarian of Stevens Institute.

WELLS COLLEGE FOR WOMEN, AURORA, N. Y. Three Full Courses of study. Location beautiful and healthful. Session begins Sept. 20, 1893. Send for Catalogue.

THE OSSINING SEMINARY FOR YOUNG Ladies.—Musical Director, Albert Ross Parsons. Delsarte. European Travel Class. Proximity to New-York affords city advantages. 26th year opens Sept. 20. Miss C. C. FULLER, Prin., Sing Sing-on-the-Hudson, New-York.

PENNINGTON SEMINARY. Our catalogue is full of the very information you are now seeking for your son or daughter, and is so beautiful that it would grace your parlor table. Sent free. Address THOMAS HANLON, Pennington, N. J.

MORRISTOWN, NEW-JERSEY. MISS DANA'S School for girls reopens September 20. College preparation. Resident native French and German teachers. Special advantages in music and art. Terms for boarding pupils, $700 per year. Circulars sent on application.

RECTORY SCHOOL, HAMDEN, CONN., FOR boys; $325, $375; home influences; thorough school system; extensive grounds, gymnasium, boathouse. Address Rev. H. L. Everest, M. A.

MORRISTOWN, N. J.—St. Hilda's School for Girls. Fourteenth year begins Sept. 25. Terms, $300; primary, $250. Circulars on application.

BOARDING SCHOOL FOR 15 BOYS, PLEASantly situated on Shrewsbury River, Red Bank, N. J. O. W. STARR, A. M., Principal.

ELMWOOD SCHOOL, DARIEN, CONN.—$150 and $200 per year. Address M. J. DAVIS.

Legal Notices.

AT A SPECIAL TERM OF THE SUPERIOR Court of the City of New-York, held at the County Court House, New-York City, on the 8th day of June, 1893.—Present: Hon. David McAdam, Judge.—In the matter of the voluntary dissolution of the New-York Concert Company, Limited.

On reading and filing the petition of RUDOLPH ARONSON, H. S. Mendelson, Francis H. Kimball, Albert Aronson, H. L. Kingsbury, and William J. Finch, Jr., the majority of the Directors of the New-York Concert Company, Limited, a domestic corporation created under and by the laws of this State, having its principal office located in the City, County, and State of New-York, and the schedules thereto annexed, duly verified by the petitioners on the 5th day of June, 1893, praying for a dissolution of the said corporation, and on reading and filing the notice of motion praying for the appointment of a temporary receiver of the property of said corporation pending the final determination of this proceeding, and upon proof of due service of said notice of motion on the Attorney General of the State of New-York, and on motion of David Leventritt, attorney for the petitioners,

It is ordered, that all persons interested in said corporation show cause before this court, at a special term thereof, to be held at Chambers in the County Court House, in the City of New-York, on the 15th day of September, 1893, at the opening of court on that day, or as soon thereafter as counsel can be heard, why the said corporation should not be dissolved.

It is further ordered, that a copy of this order be published at least once in each week of the three weeks immediately preceding the said 15th day of September, 1893, in the New-York Law Journal and The New-York Times, newspapers published in the city, County, and State of New-York, wherein this order is entered; and it appearing to the satisfaction of the court that the said corporation is insolvent,

It is further ordered, that Fabius M. Clarke and Henry T. Cutter, of the City and County of New-York, be and they hereby are appointed temporary receivers of all the property, things in action and effects, real, personal, and mixed, of the said corporation, the New-York Concert Company, Limited, and of all the property held by it pending the determination of this proceeding, with the usual powers and duties enjoyed and exercised by temporary receivers, according to the practice of this court and of the statutes in such cases made and provided, and with the power to pay such amounts as may be due to and are legally entitled to a preference for wages of employes, operators, and laborers of the said corporation at the time they take possession of its property.

And it is further ordered, that the said receivers before they enter upon the duties of their trust, do execute and file with the Clerk of this court a bond to the people of the State of New-York, with at least one sufficient surety to be approved by the court, in the penalty of twenty-five thousand dollars, in the form prescribed by law, for the faithful performance of their duties as receivers herein imposed, or that may be hereafter imposed upon them, and for the due accounting of all moneys received by them.

And it is further ordered, that upon the filing of such bond thus approved, the said receivers be and they hereby are authorized and directed to take possession of and sequestrate the property, things in action and effects, real, personal, and mixed, of the New-York Concert Company, Limited, and take and hold all property held by or in possession of said corporation.

It is further ordered, that said receivers forthwith proceed and recover by process of law or otherwise pursuant to statute and subject to such direction as the court may from time to time give in the premises, any sum or sums which may be due to said corporation, if the person so indebted be not wholly insolvent, or any property to which said corporation may be entitled.

It is further ordered, that all moneys of said corporation be immediately deposited by said receivers in the Mercantile Trust Company of New-York, to be held by said last-mentioned trust company, subject to the further order of the court and to the credit of the receivers in this proceeding; said money so deposited as aforesaid with said trust company not to be delivered over by it, except subject to and in pursuance to the order of this court.

It is further ordered that no application shall be made to any court nor shall any action of the court be asked or suffered by the receivers relative to or in any way connected with the duties of said receivers of the funds or assets of the defendant above mentioned or their transfer, sale, or delivery, unless due notice of such application be first given to the Attorney General of the State of New-York, as required by law. Enter. D. McA., J.

(A copy.)

[SEAL.] THOMAS BOESE, Clerk.

au25-law3wF&s13

NEW-YORK SUPREME COURT, CITY AND County of New-York.—EMMA MAY ROSS, plaintiff, against JAMES M. ROSS, defendant.—Summons.—Action for a divorce.

To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, July 14, 1893.

THOMAS J. FARRELL, Plaintiff's Attorney.

Office and Post Office address, No. 261 Broadway, New-York City, N. Y.

To the above-named defendant, James M. Ross: The foregoing summons is served upon you by publication pursuant to an order of the Hon. Morgan J. O'Brien, one of the Justices of the Supreme Court of the State of New-York, dated the first day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House, in the City of New-York.—Dated Aug. 10, 1893.

THOMAS J. FARRELL, Plaintiff's Attorney,

au11-law6wF 261 Broadway, New-York City.

NEW-YORK SUPREME COURT, CITY AND County of New-York.—JOHN T. MURPHY, plaintiff, against THE BANK OF NEW-ENGLAND, defendant.—Summons.—To the above-named defendant: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, June 30, 1893.

CHAS. DE HART BROWER, Plaintiff's attorney.

Office and Post Office address, No. 10 Wall Street, New-York City, N. Y.

To the above-named defendant, The Bank of New-England: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Morgan J. O'Brien, a Justice of the Supreme Court of the State of New-York, dated the 27th day of July, 1893, and filed with a copy of the complaint in the office of the Clerk of the City and County of New-York at the County Court House in said city, county, and State.—Dated New-York, July 28th, 1893.

CHAS. DE HART BROWER, Plaintiff's attorney,

jy28-law6wF 10 Wall Street, New-York.

SUPREME COURT, COUNTY OF NEW-YORK.—HENRY C. ANDREWS, Plaintiff, against WILLIAM BURNLEY, Samuel A. Davenport, and Charles A. Hitchcock, Defendants.—Summons.—To the above-named defendants and to each of them: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the Plaintiff's Attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, N. Y., May 4th, 1893.

WILLIAM J. MEAGHER, Plaintiff's Attorney.

Office and Post Office address, No. 2 Wall Street, N. Y. City.

To William Burnley and Samuel A. Davenport, defendants above named: The foregoing summons is served upon you by publication pursuant to an order of Hon. Chas. H. Van Brunt, one of the Justices of the Supreme Court of the State of New-York, dated the 24th day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York on the 24th day of August, 1893.—Dated New-York, N. Y., August 24th, 1893.

WILLIAM J. MEAGHER, Plaintiff's Attorney.

au25-law6wF

Excursions.

Long Island Railroad's

GREAT EXCURSION ROUTES TO THE SEA.

Manhattan Beach.

TRAINS LEAVE FOOT EAST 34TH ST.

6:20, 7:20, 8:40, 10, 11 A. M., 12:30, 1:30, 2:40, 3:40, 4:40, 5:40, and half hourly thereafter from 6 to 9:30 P. M., and at 11 P. M. Additional trains on Saturdays, 2, 3, 4, 5 P. M. On Race Days Coney Island Jockey Club, 12, 1, 2, 3, 4, 5 P. M. Parlor cars special 1 P. M. Sundays, 8:40, 10:10, 11:10 A. M., 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:10, 4:40, 5:00, 5:40, 6:00, 6:40, 7:00, 7:40, 8:00, 8:40, 9:00, 9:40, 10:00 P. M.

WHITEHALL ST., terminal of all elevated roads and street-car lines, hourly from 7:10 A. M. to 1:10 P. M., and half hourly from 1:40 to 8:40 and 9:10 P. M. Additional trains on Saturdays, 12:40 P. M. On Race Days C. I. J. C., 11:40 A. M., 12:40 P. M. Sundays, 8:10, 9:10, 10:10, 11:10 A. M., 12:10, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:10, 7:50, 8:30, 9:10 P. M. Parlor cars on all principal trains. Tickets on sale at elevated railroad stations.

ROUND TRIP, 50 CENTS.

SOUSA'S BAND.

Concerts every afternoon and evening.

PAIN'S

STORMING OF VICKSBURG

and

MAGNIFICENT FIREWORKS

every evening except Sunday and Monday.

Oriental and Manhattan Hotels.

FINE ROOMS—EXCELLENT CUISINE.

CONEY ISLAND,

BRIGHTON BEACH,

WEST BRIGHTON BEACH,

CONEY ISLAND POINT.

BOATS BY BAY RIDGE FERRY,

connecting with the

CULVER ROUTE,

Leave foot of Whitehall St., terminus of elevated roads, and all street-car lines.

Hourly from 7:10 to 10:10 A. M. and half hourly from 10:40 A. M. to 9:10 P. M. Last train from Coney Island 11:08 P. M. Sundays, 8:10, 9:10, 9:40, 10:10, 10:40, 11:10, 11:40 A. M., 12:10, 12:40, and every twenty minutes from 1:10 to 9:10, 9:40, 10:10, 10:40 P. M. Last train leaves Coney Island at 11:18 P. M. Tickets on sale at elevated rail road stations.

ROUND TRIP, 40 CENTS.

ROCKAWAY BEACH

AND JAMAICA BAY.

LEAVE LONG ISLAND CITY—6:35, 9:15, 11:00 A. M., 2:05, 3:50, 4:50, 5:45, 7:00, 8:00, P. M. Sundays 7:10, 9:15, 10:15, 11:50, A. M., 1:05, 2:00, 3:05, 4:15, 6:15, 7:00, 8:35, 9:30 P. M.

ROUND TRIP, 50 CENTS.

SHELTER ISLAND, GREENPORT, SAG HARBOR, AND THE HAMPTONS.

FREQUENT AND FAST TRAINS.

See Time Tables.

RAYMOND'S VACATION EXCURSIONS.

ALL TRAVELING EXPENSES INCLUDED.

THE WORLD'S Columbian Exposition.

The grandest Exposition the world has ever seen is now complete in every department. Nothing remains unfinished.

The Raymond & Whitcomb Grand Hotel, (Mr. Oscar G. Barron, Manager,) at which our parties sojourn, is a permanent brick structure of the best class, only four stories in height, splendidly arranged, provided with every luxurious appointment of the best modern hotels, and elegantly furnished. Its situation, in a fashionable residence section of the city, near the Exposition grounds and exposed to the lake breezes, is unexcelled. Passengers are landed at a special station only a single block distant, and an entrance to the Exposition grounds is directly opposite the hotel, while others are near at hand. All water used for drinking and cooking purposes is distilled and absolutely pure, and the purest Wisconsin ice is also supplied.

Daily special trains from the East, made up wholly of elegant vestibuled Pullman palace sleeping cars, with dining cars, run through to the hotel without change.

While many parties for the coming month were long since filled, the following dates are still open to the public, an early registration, however, being in all cases advisable:

Leave New-York, August 30, Sept. 1, 8, 11, 18, 21, 25, 28, Oct. 5, 6, and 16.

Colorado Tours: Four remaining excursions to the most famous Rocky Mountain Resorts, August 28, September 11, and October 9.

Yellowstone National Park: A 27-day Tour, August 30.

Yellowstone National Park and California: Tour of 72 days, August 30.

Each of the above parties will have a week at the World's Fair.

Independent railroad tickets to all points by all routes.

☞Send for descriptive book, mentioning the particular tour desired.

RAYMOND & WHITCOMB,

31 East 14th St., (corner Union Square,) New-York.

THE "NEW-YORK WORLD'S FAIR."

GLEN ISLAND

Most magnificent Summer resort in the world. Delightful sail on fast steamers. Two Grand Concerts daily. Wonderful foliage and plants. Unequaled Menagerie and Aquarium. "KLEINDEUTSCHLAND." "The Dairy." Boating, bathing, fishing, bowling, billiards. Steam Launches. Genuine Glen Island Clambake. Dinner à la carte.

—TIME TABLE.—

FROM PIER 18, N. R., foot of Cortlandt St., 8:45, 9:45, 10:45, A. M., 12:00 M., 1:30, 2:30, 3:30 P. M. FROM 22D ST., E. R., 9:30, 10:30, 11:30, A. M., 12:45, 2:15, 3:15, 4:15 P. M. BROOKLYN, SOUTH 5TH ST., 9:05, 10:05, 11:05 A. M., 12:20, 1:50, 2:50, 3:50 P. M. FROM GLEN ISLAND, 10:45 A. M. for Pier 18 and 22d St.; 11:45, 12:45 for Pier 18 only. ALL LANDINGS, 3:30, 5:00, 6:00, and 7:00 P. M.

40c.——EXCURSION TICKETS——40c.

EXTRA BOATS ON SUNDAYS.

IRON STEAMBOAT COMPANY.

THE ONLY ALL-WATER ROUTE TO

CONEY ISLAND,

STEAMERS LANDING AT THE OCEAN PIERS.

TO-DAY'S TIME TABLE.

FROM WEST 22D ST., N. R., 9:00, 9:45, 10:30, 11:15 A. M., 12:00 M., 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15, 9:00 P. M.

FROM PIER (NEW) NO. 1 N. R., 9:30, 10:15, 11:00, 11:45 A. M., 12:30, 1:15, 2:00, 2:45, 3:30, 4:15, 5:00, 5:45, 6:30, 7:15, 8:00, 8:45, 9:30 P. M.

RETURNING, LEAVE CONEY ISLAND, 10:40, 11:25 A. M., 12:10, 12:55, 1:40, 2:25, 3:10, 3:55, 4:40, 5:25, 6:10, 6:55, 7:40, 8:25, 9:10, 9:55, 10:40 P. M. Excursion tickets, 50 cents. Tickets on sale at all down-track stations of the elevated railroads. East side passengers carried free from Whitehall St. to Battery Place and vice versa. Returning passengers require no tickets from Battery Place to Whitehall St.

LABOR DAY,

Monday, Sept. 4.

SHOHOLA GLEN.

$1.00. ROUND TRIP. $1.00.

Leave Chambers St. 9:15 A. M., West 23d St. 9:10 A. M., Jersey City 9:30 A. M. Five hours at the Glen, home by 8:30 P. M.

GREENWOOD LAKE GLENS.

75C. ROUND TRIP. 75C.

Leave Chambers St. 9:45 A. M., West 23d St. 9:40 A. M., Jersey City 10 A. M. Six hours at the Glens, home by 8 P. M.

West Point, Newburgh and Poughkeepsie

Daily except Sundays by Day Line Steamers NEW-YORK AND ALBANY.

From Brooklyn, Fulton St. (by Annex)...8:00 A. M.

" New-York, Desbrosses St. Pier.......8:40 "

" New-York, West 22d St. Pier.........9:00 "

Returning, due in New-York at 5:30 P. M.

MORNING and AFTERNOON CONCERTS.

SATURDAY AFTERNOON EXCURSION TO WEST POINT.

Steamer MARY POWELL, leaving Desbrosses St. at 1:45 P. M., West 22d St. at 2 P. M. Arriving at West Point at 4:30 P. M. Returning on any of the West Shore Railroad trains. Passengers will have ample time to see Dress Parade, Government Buildings, &c. Fare for round trip, ONE DOLLAR.

Amusements.

Manhattan Beach.

FRIDAY, SATURDAY, SUNDAY, AND LABOR DAY,

FAREWELL WEEK OF SOUSA'S BAND.

Grand Operatic Festival.

THE UNRIVALED BAND

and

MLLE. SELMA,

Dramatic Soprano,

MME. ROSA LINDE,

the Famous Contralto,

SIGNOR FERNANDO MICHELENA,

the Eminent Tenor,

SIGNOR MANESCHALCHI,

the favorite Baritone,

and

MADAME MARIE TAVARY,

Prima Donna Assoluta,

all appearing in

IL TROVATORE,

FAUST,

and

CAVALLERIA RUSTICANA.

PAIN'S

15th Annual Carnival of Fire,

Saturday Evening, Sept. 2.

The Greatest Fireworks Display ever given in the

UNITED STATES.

FAIRY LAND, OCEAN ABLAZE, DAYLIGHT FIREWORKS, and all the NOVELTIES now given by MESSRS. PAIN at

The World's Fair, Chicago.

5TH AV. THEATRE. B'way and 28th St. H. C. MINER.....Prop. and Mgr.

Opening MONDAY, Sept. 4.

MR. NAT C.

GOODWIN,

"IN MIZZOURA,"

By Augustus Thomas, Esq., Author of "Alabama." SEATS NOW ON SALE.

BROADWAY THEATRE. Ev'gs at 8. Mat Sat at 2

HOPPER | PANJANDRUM.

EXTRA MATINEE LABOR DAY.

COMMENCING MONDAY AFTERNOON AND EACH SUCCEEDING PERFORMANCE

LOIE FULLER,

LA LOIE,

IN HER CREATIONS.

ELDORADO. Daily at 4 P. M. Nightly at 8:30. Grand open-air Circus and Vaudeville Show. La Petite Freddie, the mighty Arabs. Prince Leo, the King of Wire Walkers. Enticing open-air concerts. Balloon ascensions. Admission to all, only 25c. West 42d St., West 14th St., Christopher, and Barclay St. Ferries. All August tickets good now. Extra matinée Monday, Labor Day. Special attractions.

HARRIGAN'S THEATRE. M. W. Hanley, Mgr. Extra matinée Labor Day.

DAN'S TRIBULATIONS,

BY MR. EDWARD HARRIGAN.

Music by Dave Braham.

WEDNESDAY—MATINEES—SATURDAY.

GRAND OPERA HOUSE. 23d St. and 8th Av. Handsomest and Safest Theatre in New-York. EVENINGS AT 8. MAT. SAT. AND WED AT 2.

THE SILVER KING.

Next week—THE WHITE SQUADRON.

KOSTER & BIAL'S, 34TH ST. WEST OF BROADWAY.

VAUDEVILLE AND BALLET.

MATINEE SATURDAY ONLY.

ACADEMY OF MUSIC. 14th St. & Irving Pl. Eugene Tompkins's Grand New

BLACK CROOK.

Matinees Wed. and Sat. at 2. Evenings at 8. EXTRA MATINEE LABOR DAY.

AMERICAN THEATRE. SAT. MATINEE.

THE PRODIGAL DAUGHTER.

ROOF; GARDEN OPEN. Admission to both, 50c.

LYCEUM THEATRE. 4th Av. and 23d St. Evenings, 8:15. Matinée Saturday 2.

E. H. SOTHERN. | — | CAPT.

E. H. SOTHERN. | — | LETTARBLAIR.

**Next Tuesday, Paul Potter's new play, SHERIDAN; Or, THE MAID OF BATH.

DALY'S THEATRE. Broadway and 30th St. To-night at 8:30. Matinée Saturday at 2:30. EDWIN CLEARY'S FRENCH CO., in the Great "MUSICAL PLAY WITHOUT WORDS,"

L'ENFANT PRODIGUE.

HARLEM OPERA HOUSE.

COMMENCING MONDAY, MAT. SEPT. 4.

CHAUNCEY OLCOTT. MAVOURNEEN.

BOX OFFICE NOW OPEN.

RUSSELL'S COMEDIANS IN THE WORLD'S FAIR CITY DIRECTORY will open the season at the BIJOU THEATRE, TO-MORROW NIGHT, SATURDAY, SEPT. 2.

CASINO. Broadway and 39th St.

ROOF GARDEN.

Entertainment Continuous—8 to 12 o'clock. Nightly and Sunday. Admission, 50 cents.

14TH ST. THEATRE. Near 6th Av. Every Evening. Wed. and Sat. Matinée. W. H. POWER'S ELABORATE PRODUCTION

J. K. Murray. Clara Lane. GLEN-DA-LOUGH.

MADISON SQUARE GARDEN.

TOWER AND ROOF GARDEN.

CONTINUOUS ENTERTAINMENT NIGHTLY. Sensational Dances. Admission, 50 cents.

NIBLO'S. Commencing Tuesday, Sept. 5. THE LILIPUTIANS. A TRIP TO MARS. THE FLYING HEADS. Mat. Wed. & Sat. Box Office now open.

PALMER'S THEATRE. Ev'gs 8:15. Mat. Sat.

RICE'S | Surprise Party. Renewing its Enormous Success. Crowded with novelties. Labor Day Matinée. | 1492

HOYT'S MADISON SQUARE THEATRE. Evenings at 8:30. Saturday matinée at 2.

THE NEW SOUTH.

EXTRA MATINEE LABOR DAY.

EMPIRE THEATRE. Broadway and 40th St. Another Great Success,

LIBERTY HALL.

Evenings at 8:15. Regular matinée Saturday.

STAR THEATRE. Eve. 8:15. Mats. Wed. & Sat. 2.

LOTTIE COLLINS,

"Naughty Substitute" and "Marguerite." BIGGER HIT THAN TA-RA-RA.

GARDEN THEATRE. Matinée Saturday.

LOIE FULLER AND HER COMPANY.

Next week Frohman's Comedians, "The Other Man."

IMPERIAL MUSIC HALL. B'way & 29th St. Best Variety Bill in America.

30 AMERICAN AND EUROPEAN STARS 30

MATS. MON., THURS., AND SAT.

EDEN MUSEE. WORLD IN WAX.

AT 2:30 P. M. AND 8 P. M.

GRAND VAUDEVILLE PERFORMANCE.

NATIONAL ACADEMY OF DESIGN. | $1,000,000 spent on Art Objects now exhibited from 9 A. M. to 6 P. M., 23d St. and 4th Av.

Apartments To Let—Unfurnished.

Central Park Apartment Buildings.

59th St., 58th St., and 7th Av.

Madrid,	Lisb n,
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TITLE GUARANTEE & TRUST CO., TRUSTEE.

Northeast corner 58th and 7th Av. and 55 Liberty St.

Also Agts. "Hawthorne," 59th St., bet. 6th & 7th Avs.

City Flats To Let—Unfurnished.

NEW AMSTERDAM,

Corner of 75th Street and Amsterdam Av.

ELEGANT NEW APARTMENTS TO LET.

Rents from $720 to $1,500, including elevators, steam heat, electric lights, &c. Apply on premises.

APARTMENTS TO RENT IN THE FIRE-PROOF BUILDING, 80 MADISON AV., corner 28th St.

City Houses To Let—Furnished.

A REMARKABLY ATTRACTIVE HOUSE on 57th St., near 6th Av.; fully and attractively furnished. Apply to J. METCALFE THOMAS, 19 Liberty St.

NO TRIFLING IN THE SENATE

MUST VOTE ON REPEAL BILL AT EARLIEST POSSIBLE DAY.

Mr. Voorhees Will Not Attempt to Prevent Fair Discussion, but Talk for Delay He Will Not Tolerate—The Bill Is Now the Regular Order of Business, the National Bank Measure Having Been Sidetracked—Speeches by Mr. Wolcott and Mr. Caffery.

WASHINGTON, Aug. 31.—The question of repeal of the silver-purchase clause is before the Senate as the regular order of business. The bill to increase the circulation of national banks, which was the unfinished business before the Senate, was sidetracked to-day and was superseded in that position by the bill to repeal the silver-purchase clause of the Sherman act.

This transition took place without any friction whatever, much to the surprise of many persons who expected to see a contest between the silver men and the repealers, as it was generally understood that the free coinage advocates preferred to keep both bills before the Senate, and thus enable them to prolong the pending discussion more easily than they can with the old bill alone before them. It is doubtful, however, whether the silver men were fully aware of the fact that the bank bill was being sent to an obscure position on the calendar, or they might have tried to obstruct such action.

The change was brought about in this way: Mr. Caffery of Louisiana began to deliver a prepared speech in favor of repeal of the Sherman bill just before 2 o'clock, which was the end of the morning hour, when the bill to increase the circulation of the national banks had the right of way.

At that hour the Vice President interrupted Mr. Caffery to lay the bank bill formally before the Senate, and as he did so Senator Voorhees moved that the Senate proceed to the consideration of the repeal bill. Without open objection the motion was agreed to. This action therefore displaced the bank bill from its place on the calendar as unfinished business.

There is no likelihood of the repealing bill losing its advantageous place as Senator Voorhees subsequently gave it to be emphatically understood that he would not consent to any move or to any dilatory motions that might be resorted to that would delay action on this important measure.

The Senator stated in the afternoon that when he found that discussion on the bill was exhausted at any time he would promptly ask for a vote upon it. He could, he declared, do nothing less. He was aware that limited debate on the bill was desired, and he was willing that ample time be given for its full, intelligent, and thorough discussion, but when it became manifest that such time had elapsed, and that further debate was wanted merely for the consumption of time, he should insist upon a vote whenever an opportunity offered.

The Senator did not indicate what he believed would be a liberal allowance of time, but it is evident from his manner and his positive statements on the subject that he will not hesitate to force a vote on the question at the earliest possible moment.

There were but two speeches delivered in the Senate to-day, the first the much-advertised one of Senator Wolcott of Colorado in favor of the free coinage of silver, and the other that of Mr. Caffery of Louisiana in support of the pending bill.

Mr. Wolcott had spoken before to a full Senate, and his boldness and brilliancy had given him a reputation. He was attentively listened to throughout. He delivered his remarks in a clear, resonant voice. His speech was not a profound disquisition on the silver question, but it was pleasing to the galleries. His references to the change of front on the money question by Senator Voorhees, the Cairman of the Finance Committee, during the last few years would have been more effective if Mr. Voorhees had not himself already given good reasons for his change of views. Senator Voorhees was in his usual place and gave no outward manifestation of annoyance. He gave the closest attention to what Mr. Wolcott said, but vouchsafed no reply.

Senator Caffery of Louisiana followed Mr. Wolcott with his maiden speech.

Perhaps the most gratifying action of the Senate to-day to the friends of the Administration and to honest money was that on the Peffer resolution, which seeks to learn by inquiry of the Secretary of the Treasury whether the national banks in Boston, New-York, and Philadelphia are violating the law, demanding usurious rates of interest, &c. It was in behalf of these resolutions that the senior Senator from New-York the other day volunteered his assistance, but which then failed to be acted upon.

When at about 3 o'clock there were no more Senators who were ready to speak on the Silver bill, Mr. Peffer called up his resolution. Mr. Voorhees was not disposed to yield the floor, however, fearing that the Silver bill might be displaced, so the trouble was overcome by getting unanimous consent that the bill be informally laid aside and the resolution taken up. A vote was promptly demanded on a pending motion to commit to the Finance Committee, and it was carried by a vote of 35 to 31.

This effectually disposed of the resolution, in its present form at least, although it is possible, in view of Senator Hill's extraordinary interest in the matter, that it may be reported to the Senate in a considerably modified form. The Senate adjourned about 3:30 out of respect to the memory of Representative Mutchler of Pennsylvania.

The proceedings prior to Mr. Wolcott's speech were not thrillingly interesting. There was a discussion upon the methods of the Supervising Architect's office, brought about through a complaint by Mr. Dolph of Oregon at the delay in starting on the public building at Portland in his State. After that Mr. Frye (Rep., Me.,) offered a resolution, which was adopted, directing the Secretary of the Treasury to furnish to the Senate a statement showing, for the last two years, the exports and imports carried under the several flags engaged in the foreign carrying trade.

Mr. Cockrell (Dem., Mo.,) then introduced a concurrent resolution directing the Secretary of the Treasury, under the provision of Section 254 of the Revised Statutes, to issue certificates not to exceed 20 per cent. of the amount of gold coin and bullion in the Treasury, and to use and expend the same in payment of interest on the public debt, or any other demand liability or obligation of the United States. He read the section referred to, which authorizes the deposit of gold coin or bullion in the Treasury and the issue thereon of gold certificates, and which also authorizes the issue of gold certificates to the amount of 20 per cent. of the gold coin and bullion in the Treasury.

Mr. Cockrell said that the passage of the concurrent resolution would allow the issue of from $25,000,000 to $35,000,000 in gold certificates. The concurrent resolution was, at his own request, laid on the table for the present.

Mr. Voorhees, (Dem., Ind.,) Chairman of the Committee on Finance, thereupon moved that the Senate proceed to the consideration of the House bill for the repeal of the Sherman act, and, the motion prevailing, Mr. Wolcott took the floor. He spoke substantially as follows:

Senator Wolcott's Speech.

MR. PRESIDENT: It is said that a financial panic is invariably accompanied or followed by a widespread religious revival. Up to this time we are unfortunately without that beneficent occurrence. The ready and complete change of heart, however, on the financial question which we have witnessed in this chamber gives evidence that this is a time when men are especially open to conviction. And if the Administration, with its petty spoils and patronage, has been able to make so many converts, what may we not hope when the assurance of future happiness will be, not for four short years, but for eternity.

The misfortune under which the silver men suffer is that the Administration conversion came first. For if the hearts of the Senators had first been impressed with the littleness of the things of this world and the glory of things supernal, the people, who are to be the sufferers, would not have been deserted by their Representatives.

Except as patronage may be used to affect the action of Congress there is no criticism to be made respecting the policy of the Administration. There has been much comment upon the present attitude of the Secretary of the Treasury, because while he represented a constituency in Congress he was an earnest advocate of the free coinage of silver. Such criticism is misplaced. He is a member of the President's household, and committed to carrying out the President's policy, or to withdraw from the Cabinet. The Secretary of the Treasury is not the only member of the Cabinet who must have radically changed the views of a lifetime in subordination to those of his chief.

Nor is the President of the United States open to stricture because of his message. He has been a consistent and persistent opponent of silver coinage since his first entrance into public life. There has never been a moment's doubt as to where he stood. The platform of his party, it is true, declared in favor of silver, but the platform meant no more to him than the wind that blows. We of the West knew perfectly well last Fall that whoever of the two candidates should be successful, we were powerless, and that our reliance must be placed in Congress, which had already on more than one occasion shown its willingness to rise above the personal wishes of the Executive.

The friendship for silver expressed by every member of each house of Congress who has spoken on this question is remarkable and unanimous. No Senator in favor of the unconditional repeal of the Sherman act has failed to announce in solemn words his belief in bimetallism. The statement may be soothing to his conscience, but it serves no other purpose so far as favorable legislation is concerned. The Senators who state that they are bimetallists, but that international agreement is necessary before we can adopt the double standard, misstate the proposition.

"International agreement must depend on the attitude of Great Britain. If, then, Great Britain consents to a double standard, they are bimetallists. If she adheres to gold, they are monometallists. The policy of Great Britain, which they are powerless to shape or to control, is the policy they advocate. They are willing to sacrifice not only a great region of our country, whose resources are of infinitely more material value to the East than all our trade with Great Britain, but the welfare and prosperity of every farmer and toiler in the land, in order that we may be in entire accord with Great Britain in our financial policy.

"Nor are the friends of silver in the slightest degree carried away by such utterances as those of the Senator from New-York the other day. Who is not for us is against us. It would have been far more satisfactory if, instead of arguing in favor of silver and likewise in favor of unconditional repeal, the Senator had argued against silver and then announced his intention of voting against unconditional repeal, and his speech would have been equally logical.

"Silver has been compelled to bear everybody's burdens for many months, and it seems now involved in some fashion with the Democratic differences in New-York.

"The Senator from New-York knows perfectly well that free coinage by separate act is impossible during the incumbency of the present Executive, and that any assistance he may desire to render must come now or not at all. Those who believe in the principle of free coinage of both gold and silver care not a bawbee about the local fights in New-York, and, for my own part, I prefer an open foe, who asks no quarter and gives none, who has been steadily opposed to silver and has never concealed his views, to one who 'keeps the word of promise to our ear, and breaks it to our hope.'

"The most remarkable and most ominous occurrence, however, has been the change of front by the Senator from Indiana, Chairman of the Finance Committee. For nearly a generation, in season and out, he has posed as a friend of the people. Many and varied have been the remedies he has proposed, but until last week, if consistent in nothing else, he has everywhere and at all times found occasion to denounce the national bank system, and to advocate the free coinage of silver. I have been examining the files of the *Record* for the past decade and longer, with a view of reminding the Senator of the days of which Charles Lamb wrote, those 'red-letter days,' now become, to all intents and purposes, dead-letter days.'

"But what is the use? The banks were Molochs and everything else that sounds bad and wicked, and, no matter what other gentlemen might do, he would never vote to extend their charters or enlarge their powers, and looked forward with hope to the time when they would be wiped out altogether. He even opposed the amendment permitting them to issue notes up to 90 per cent. of their bonds on deposit with the Treasury. And during all these years the Senator from Indiana has been also apparently the unvarying friend of free coinage. The *Record* contains speech after speech in which he shows the necessity for and the availability of the use of silver. One of these speeches was delivered only last year, since the passage of the Sherman act, and in it he utters no word of reproach respecting that law, but urges a continued and increasing use of the metal as coin.

"For the first time in the legislative history of either of them, the Senator from Indiana and the Senator from Ohio are in complete accord in financial matters. For a generation they have both served in public life, the one in public estimation standing for the masses, the other for the classes, yet both meet at last on common ground. It has not always been so. Since the passage of the Sherman act, and just prior to the last Presidential election, the Senator from Indiana, in a warm and impassioned article in the *North American Review* in favor of free coinage, described his colleague as follows:

"'Now, however, those who eighteen years ago wrought under cover of the destruction of one-half the honest debt-paying money of the American people are as well known as if a calcium light had been turned on them, and are as universally distrusted by the plain laboring and productive masses as if they had been caught in the commission of crime. This feeling of distrust is confined to no one party. The ablest and most distinguished opponent of silver money in the United States, and more than any other one man the author of the legislation of 1873 on that subject, has been before three National Conventions of the Republican Party seeking a nomination for the Presidency, and seeking it in vain.'

"Mr. Sherman of Ohio is always to be spoken of with respect as a man of ability and large experience, and more especially so in connection with the finances of the country. It is true that he has been on both sides of every financial issue for more than a quarter of a century past, but it is also true that he has always veered from one point of the compass to the other at the exact time when his services were most valuable to the money power and most oppressive to the laboring, overtaxed, debt-paying farmers and wage workers of the country. And yet, with all his eminent services in behalf of the financial centres, as they are called, banking corporations, usurers, interest-eaters, and parasites on human labor generally, the leaders of the Republican Party in New-York have never dared in a National Convention to cast the vote of that State for him.

"The opportunity was presented in 1880, 1884, and 1888, and the weight of obligation which the moneyed interests were under to Mr. Sherman was not denied; but a wholesome fear that the plain people would resent at the polls his hostility to their interests restrained the impulse of gratitude, if, indeed, such a sensation as gratitude is ever known to organized wealth.

"But it is different now. The wolf is dwelling with the lamb, and the leopard is lying down with the kid. This harmony, I fear, will not long continue, and when they arise they will be fewer in number. There can be but one Chairman of the Finance Committee, and, without in the least underrating the abilities of the Senator from Indiana, those of us who have watched the course of financial legislation for the past twenty years, commencing with the demonetization of silver in 1873, must be pardoned if we look forward to the resumption of the control of the committee by the Senator from Ohio, and if we recall in this connection Pharaoh's dream of the lean kine.

"In what I have said I beg to be understood as offering no criticism respecting the Senator from Indiana. He has so long been the advocate of silver that I cannot yet believe he will desert the cause or cast his vote for unconditional repeal. I only venture to remind him, in view of his past utterances, that old Solomon did not belie his reputation for wisdom when he said: 'It is better thou shouldst not vow than that thou shouldst vow and not pay.'

"No man can be a bimetallist, in the sense that he believes in the further coinage of both gold and silver by the United States, and advocate the bill. The President of the United States will undoubtedly veto any independent measure for the free coinage of silver, and there is not a Senator in this body who does not believe this to be true. The only possible chance to save silver is to couple any provision looking to a change in the Sherman act with some measure recognizing and establishing silver coinage. Any man who will vouch for Mr. Cleveland as a bimetallist would vouch for the man in the moon."

Mr. Wolcott went on from this point to argue against unconditional repeal. The time to legislate for silver was now, he said. To advocate unconditional repeal was like arguing that, inasmuch as protection was threatened by free trade, it would be wise to try free trade for a few years to show the folly of it. To this he added:

"I speak with hesitancy and reluctance; but as the subject now presents itself, if this act shall pass, and silver be, as it must be, absolutely dethroned and degraded, I know of no reason why any Senator who believes in free coinage should ever cast another vote in favor of protection in any form. If we are to have a steadily appreciating currency and constantly lowering prices, it is better for our farmers and wage workers that they have the opportunity of buying, untrammeled and unrestricted, in the markets of the world. In the light of the proposed policy, bounties are iniquitous, protection an oppression, and free ships desirable. This is an era of experiment. Let us experiment all around."

Mr. Wolcott argued that the United States could of herself wrestle with the silver problem and needed no help from any foreign power.

"The other additional reason for appeal, Mr. President," said Mr. Wolcott, taking up a new topic, "presented by the advocates of the bill reported by the Finance Committee would be droll, if the times were not tragic. One Senator after another tells us, and the other house echoed with the same statement, that the existing law, known as the Sherman law, has absolutely nothing to do with the present deplorable financial panic, but that some other people, who are not designated by name or calling, think it has; that there is a woeful lack of confidence, not in our silver certificates, but in our financial institutions, and that this departed confidence will return if Congress will repeal the purchasing clause of the act of 1890.

"A few days since I demonstrated, as best I could, the folly of this statement, and I shall not weary the Senate with a repetition of what I then said. This panic will go down into history as a bankers' panic. Months ago the associated national banks, as an organization, began demanding the repeal of the Sherman act. They solemnly assured themselves and the country that they would be ruined if it were not repealed. They charged to silver the export of gold when every dollar that went would have gone if we had never a silver dollar in our coinage. They continued to clamor until the people who had money in the banks drew it out—bills, gold, or silver, it mattered not which, for they knew the dollar stamped by the Government was good for 100 cents. They sought to bring discredit upon the financial policy of the Government; they have succeeded in engulfing themselves.

"If you ask a banker to-day how the repeal of the Sherman act is to restore confidence to the depositors who have drawn out some $180,000,000, he cannot tell you.

"The fact is, however, that when the Sherman act shall have been repealed, the banks intend asking Congress to authorize either an issue of bonds or bills to the amount of $100,000,000 or more for the purchase of gold, and they have good reason to believe that a complaisant Finance Committee will authorize a bill for the issue. This would bring temporary prosperity and aid in the journey toward gold monometallism. Meanwhile, we are asked to authorize the banks to issue notes to the par value of their bonds deposited to secure circulation, a measure which recent disclosures would indicate is of importance to their depositors as well as to the banks. While waiting for this measure to become law, Clearing House certificates, based on rediscounted paper, furnish an excellent substitute for money.

"Nobody was disposed to find fault with this procedure, but when a resolution was offered the other day, calling on the Controller of the Currency, whose integrity everybody recognizes, to inform us whether the banks were obeying the law or not, an extraordinary incident occurred. The Senator from Maryland, (Mr. Gorman,) with bated breath, informed us that, as a matter of fact, all the banks were violating the law; that if they did not violate the law they would all have to close; and we were urged not to inform ourselves of the facts, but to let the Controller alone. No more remarkable statement was ever made. Congress is in session ready to enlarge or change the law if necessary, but we are informed that it is our duty to blind ourselves to the facts, and to our oaths, and to suffer the law to be violated without inquiry or rebuke.

"Did it ever occur to the Senator from Maryland that a depositor might have some rights which the law ought to protect? And did it ever occur to the banks that possibly the 'lack of confidence' in their institutions might not be wholly due to the Sherman act? In the struggle which is now being fought out on this floor, whatever may be the outcome, we have all learned something of the divinity that hedges around a moneyed institution to an Eastern mind.

"A Western point of view is not much valued these days on Wall Street, but I venture to suggest to the able financiers of that attractive but expensive locality that if they will prevent a repetition of such frauds as the Whisky Trust and such mismanagement as has been shown in the Cordage and other industrials; will remember that the Sherman act, or some kindred measure recognizing silver coinage, must afford them the only avenue possible for an enlargement of the currency, which they especially need; will look at a map of these United States and observe that they cover a broad expanse of country and contain many people, with many views, and will so modify their opinion as not to believe that every man who differs with them respecting financial matters must be either a villian or a crank, we will sooner arrive at that condition of mutual confidence and regard which ought to obtain between citizens of the same country."

Mr. Wolcott devoted considerable time to a discussion of the questions of the cost of production and of the quantity produced. He said that opponents of free coinage could base no arguments upon allegations that silver was becoming cheap and overplentiful.

The people of the far Northwest favored the resumption of the free coinage of silver, he said, because they believed in the principle of bimetallism.

"We are not inflationists, said Mr. Wolcott, we do not advocate fiat money. We believe that, as the Senator from Nevada (Mr. Jones) so aptly put it, the rude obstacles which nature interposes offer a better safeguard for the people than the wisdom or unwisdom of their rulers. We oppose the single standard because there is not enough gold to do the business of the world and furnish its inhabitants with the currency they need.

"Mr. President," he went on, "the question as to whether silver shall, by the passage of the bill before us, be finally demonetized is national and not local. The claims we urge in behalf of the recognition of silver are not pressed because we of the mountains ask your sympathy for a region which your proposed action would impoverish and ruin. If we represented any other section, with our knowledge of the possibilities of the great West, we would be equally tenacious for the preservation of the white metal as a standard of value. No man removed from the money centres and realizing the illimitable resources of this Republic and its constantly expanding needs will ever stand for the contraction of a currency already insufficient.

"Our interests, our hopes and aspirations are identical with those of the other sections of our country, which are borrowers and not lenders; with those of the Carolinas, of Alabama and Mississippi and Arkansas and Missouri, the Dakotas and Washington in the remote Northwest. We demand the coinage of both metals, because the history of our country and of all lands has taught us that they afford the safest and most adequate basis for the currency of the people.

"We are not influenced by our environment. It is true that for a generation at least many States, some of them larger in population than any one of three of the New-England States, and having greater resources, minerals included, than all of them put together, will suffer, if this bill shall become a law, to an extent impossible to describe, and which, in our lifetime, cannot be repaired; but we can endure it. The strong will survive and the weak will go to the wall. It is the lot of man. But before you complete your work, I beg of you to pause long enough to realize that this is the first time in the history of republics—nay, even of Governments—that a people devoted to one of the noblest of human industries, the search for the precious metals of the world, were doomed to destruction by their fellowmen because they produced too much of them.

"You ought to be proud that within the limits of our own country the courage and enterprise and industry of your own people have disclosed and developed silver enough and nearly gold enough to satisfy the constantly-increasing needs of those metals for coinage purposes. There could be no stronger bulwark of a country's safety than that she produces her own coin for her own people, and is not dependent for it on foreign nations.

"If the mining States were alone to suffer by the unconditional repeal which is proposed, we would sacrifice without a murmur our interests to a mistaken policy for the public good, but there is no section of our country you are not likewise devoting to disaster and impoverishment. You are endeavoring to remove one of the corner stones on which the fabric of our Government is based. You are seeking to tear down one of the pillars of the temple of our prosperity. You will find, to your sorrow, that when the Western and Southern walls have fallen, the Eastern façade will not remain unmutilated and secure.

"The words one uses to express a proposition in finance sound cold and formal and dry. But the result of our action at this great crisis must affect deeply every home and fireside in this broad land. Measured against the welfare of a great people threatened with the misery and suffering which must follow the proposed abandonment of silver coinage, of how slight importance are party lines, and how paltry and sordid do patronage and the favor of the Executive appear.

"The battle must be fought to an end in this forum. On other occasions the Senate of the United States, in opposition to the wishes of the Executive and a hostile majority in another body, has stood firm and unyielding against party and Eastern clamor.

"No sectional horizon obscures our vision. If the contest for the people is to be won, it must be because against the selfish demands of the East are arrayed the united votes of the South and West. The fertile acres of your section wait for the plow of the husbandman, so do ours. You need capital for the development of your great resources, so do we. Both sections alike need fair prices for the produce of the farm, and a stable and a sufficient currency.

"It is for us, standing together on this great question, to save our common country from greater suffering and impoverishment than even the horrors of war could inflict, and by our united votes to maintain, not alone the standard of both gold and silver contemplated by the Constitution and consecrated by centuries of usage, but to maintain as well the standard of American independence and American manhood."

At the close of Mr. Wolcott's speech, notice was given by Mr. Mills (Dem., Texas,) that he would ask the Senate next Wednesday to hear some remarks from him on the repeal bill.

Senator Caffery's Remarks.

Then Mr. Caffery, (Dem., La.,) spoke in favor of the unconditional repeal of the purchasing clause of the Sherman act.

He warned the Senator from Colorado (Mr. Wolcott) that if he expected to smile away the serious money troubles of the country, as Cervantes had laughed away chivalry and romance from Spain, he was doomed to signal failure. The whole country was face to face with a financial situation unprecedented in any age or in any country. With $63,000,000,000 of wealth, with factory and farm overflowing the country with fabric and with food, with banks entirely solvent and firms entirely prosperous, with a people blessed by Providence beyond the measure of blessings bestowed on other lands and other peoples, we were suddenly arrested in the pursuit of wealth and paralyzed in the midst of activity. With abundant currency there was a dearth of the amount necessary to carry on the ordinary business of life, while the securities heretofore held and eagerly sought by foreign holders were returned for liquidation or parted with at heavy discount.

Deposits were withdrawn from the banks; investors abstained from new enterprises and discontinued old ones; banks were closed with safes full of assets, and business men suspended with stores full of goods. The time for the moving of crops was near at hand, and the farmer found a congested money market. The laborer was paid with promises to pay, and the employer, with a sufficient bank account, could not pay his baker or his butcher. There was a feeling of uneasiness and insecurity everywhere and in every branch of business; distrust existed where there had been confidence, and confusion where there had been system. Men were thrown out of work by the thousands, and already was heard the distant tramp of the army of the unemployed turning toward the capital animated by a vague hope of relief.

The picture was neither overdrawn nor too highly colored. If free coinage were established at the ratio of 18 to 1, the object of having both metals would be defeated, for the country would surely have nothing but silver. If at 20 to 1 the same result would occur as silver was worth but 28 to 1. If the ratio should be 28 to 1 there would be either a gold or silver basis, according as gold or silver was overvalued. The alternative of a silver standard was not to be thought of.

The United States was not going backward a hundred years to grope its way along with the South American States and Mexico. Cotton would be sold abroad for gold prices and paid for exchange calculated in silver, with large discount for fluctuation. The United States would sell in a gold market and buy in a silver market. Besides, the embarrassments and difficulties of domestic exchange would be intolerable.

Mr. Caffery was proud of the position of his native State on the money question, he said. She had always been sound, and if his feeble efforts would avail she always would be. Sorely tempted, she refused, in 1879, to repudiate the principal of her bonded debt. Now the seductive offer was made to debase the national currency, but her Senators on this floor, true to their convictions and the traditions of their State, had put aside the insidious proposition.

It might be his fate to feel the temporary weight of the forces of inflation; it might be that the star of his political life, just rising above the horizon, would be eclipsed in darkness by reason of his vote; but, come what might, he should stand fast to a deep conviction that he would be recreant to his duty and his oath should he add one pang to poverty or one tear to want; should he give the people a currency that would refuse to toil its recompense or to capital its reward.

At the close of Mr. Caffery's remarks, Mr. Cullom (Rep., Ill.,) gave notice that he would address the Senate on the repeal bill next Monday.

A motion having been made by Mr. Peffer (Pop., Kan.,) to take up the resolution heretofore offered by him as to national banks refusing to pay depositors' checks in currency, Mr. Voorhees said that if Senators were not prepared to go on with the discussion he had no objection to other minor matters being taken up, provided the repeal bill was not displaced. He gave notice, however, that if he found at any time that discussion on the repeal bill was exhausted, he should ask for a vote.

Mr. Cullom said that he should be glad to aid the Senator from Indiana in securing a vote at any time, whether he had made a speech on the bill or not.

Mr. Voorhees said he was aware that it was the intention of Senators to indulge in a good deal more debate. He trusted that there would be a liberal allowance for full debate, for full intelligent discussion; and said that after it was manifest that discussion was exhausted and that it was only kept up in order to consume time, he would insist on a vote at every opportunity that presented itself. There would be no interference with Senators who wished to discuss the bill, but there would be interference with the purpose of Senators to delay action.

After a colloquy, from which it appeared that if Mr. Peffer's motion was agreed to in the form in which it was made it would displace the repeal bill, the form of the motion was changed so that the repeal bill should be informally laid aside and the resolution as to national banks taken up. The motion was agreed to, and then the motion heretofore made by Mr. Voorhees that the resolution be referred to the Committee on Finance was carried—yeas 35, nays 21, as follows:

YEAS—Aldrich, (Rep., R. I.,) Allison, (Rep., Ia.,) Blackburn, (Dem., Ky.,) Caffery, (Dem., La.,) Camden, (Dem., West Va.,) Carey, (Rep., Wyoming,) Cullom, (Rep., Ill.,) Dixon, (Rep., R. I.,) Faulkner, (Dem., West Va.,) Frye, (Rep., Me.,) Gallinger, (Rep., N. H.,) Gibson, (Dem., Md.,) Gordon, (Dem., Ga.,) Gorman, (Dem., Md.,) Gray, (Dem., Del.,) Hale, (Rep., Me.,) Hawley, (Rep., Conn.,) Higgins, (Rep., Del.,) Lodge, (Rep., Mass.,) McMillan, (Rep., Mich.,) McPherson, (Dem., N. J.,) Mitchell, (Rep., Oregon,) Mitchell, (Dem., Wis.,) Palmer, (Dem., Ill.,) Pasco, (Dem., Fla.,) Power, (Rep., Mon.,) Proctor, (Rep., Vt.,) Ransom, (Dem., N. C.,) Sherman, (Rep., Ohio,) Squire, (Rep., Washington,) Stockbridge, (Rep., Mich.,) Vilas, (Dem., Wis.,) Voorhees, (Dem., Ind.,) Washburn, (Rep., Minn.,) White, (Dem., La.)—35.

NAYS—Allen, (Rep., Neb.,) Bate, (Dem., Tenn.,) Call, (Dem., Fla.,) Cockrell, (Dem., Mo.,) Coke, (Dem., Texas,) Hansbrough, (Rep., N. D.,) Irby, (Dem., S. C.,) Jones, (Rep., Nev.,) Kyle, (Pop., S. D.,) Lindsay, (Dem., Ky.,) Manderson, (Rep., Neb.,) Peffer, (Pop., Kan.,) Perkins, (Rep., Cal.,) Pettigrew, (Rep., S. D.,) Shoup, (Rep., Idaho,) Stewart, (Rep., Nev.,) Teller, (Rep., Col.,) Vance, (Dem., N. C.,) Vest, (Dem., Mo.,) Walthall, (Dem., Miss.,) White, (Dem., Cal.)—21.

BAD WORK IN THE HOUSE.

Mischievous Amendments Adopted to the Proposed New Rules.

WASHINGTON, Aug. 31.—Those members of the House who went away from Washington on Monday, immediately after the close of the voting on the repeal bill, under the impression that all necessity for vigilance was ended, will read the papers to-morrow with some mortification.

If they do not reach the conclusion that the place for members of Congress is in the Congress, while it is in session, then it is useless to endeavor to make any impression whatever upon them. It may be very dull and uninteresting business to sit through a discussion on the rules of the House, but it may also turn out that indulgence in this idea may prove very embarrassing, and possibly turn all the efforts for repeal to naught.

While the discussion was proceeding this afternoon, and after the House had refused to authorize the increase to eleven members of the membership of the Committee on Rules, asked for by Mr. Hooker of Mississippi, Mr. Springer offered an amendment to permit the Committee on Banking and Currency to report bills submitted to it at any time.

No one knows who suggested this idea to Mr. Springer, or why it should have been suggested, for it is assumed that if the Banking and Currency Committee had in its care any bill that it was desirable to get before the House, the Committee on Rules would find a way to get it out.

Like some other suggestions which have emanated from Mr. Springer, this was unfortunate in its results. Mr. Kilgore of Texas, as soon as the Springer amendment had been precipitately adopted, moved to extend to the Committee on Coinage the same privilege. This is an advantage accorded a few committees. There is usually reluctance to grant the request when made, and just now there ought to have been an alert body of conservative men about to see that it was not accorded to the Coinage Committee at this particular juncture.

As it was, the men who had been most active in the fight for repeal did not grasp the meaning of the amendment at once. When they realized that with this power the Coinage Committee could report a bill to-morrow that had been introduced to-day and bring it up as soon as reported there was a hurried effort to prevent the adoption of the amendment.

But the silver men, who seemed to desire it greatly, and some of the Republicans, who saw an opportunity to promote the division on the other side, fell in with the silver men and gave their assistance to them. On the roll call the disposition of the Republicans was made plain, and the other fact, that the repealers did not quite understand Mr. Kilgore's point, was seen when Mr. Harter was about to vote with Mr. Kilgore. The amendment was adopted by a large majority, and there was no motion made to reconsider.

Later on, after Mr. Reed had indulged once more in his favorite occupation of defending the rules and practices of the Fifty-first Congress, Mr. Boatner of Louisiana offered another amendment that will make a very good sequence to the Kilgore amendment, if approved.

He proposed that the Chairman of a committee or other member in charge of a measure before the House should have the privilege, after he thought the measure had had full debate, to move for closure. His argument was that the House could always decide when closure was desirable, and that it would be best to have the power to decide and prevent filibuster. If the majority misused that power it would be obliged to bear the responsibility.

Mr. Reed manifested a desire to aid in the adoption and expansion of this amendment, and the Democrats did not seem likely to make any opposition until Mr. Wilson came in with a strong remonstrance against it and the declaration that it had always been the policy of the Democratic Party in Congress to protect the minority by refusing to exercise absolute power to suppress it by rules. Then members began to see objections to the proposition.

With the Boatner amendment to allow closure to be applied at once, and the power lodged in the Coinage Committee to report a bill at any time, it can easily be seen that a free coinage bill might be introduced to-morrow, brought up on the next day, and passed in two hours if the Chairman of the committee thought that it should be passed with two hours of discussion.

It will be difficult to get back the amendment to the rules giving the Coinage Committee its new privilege. To-morrow the Boatner amendment will be voted upon, and it looks as though it will go through with the help of Mr. Reed and his side. There is just the chance that the rules might be recommitted to the Committee on Rules with instructions to report back with the obnoxious amendment stricken out.

To do that, however, the opponents of the rule would be obliged to get a very large Democratic vote, and possibly to depend upon Republican help, which is not at all to be depended upon on a side issue like this.

FAILURE OF TWO FIRMS.

T. & A. S. Kaliske and Brokman & Kaliske Confess to Heavy Judgments.

T. & A. S. Kaliske, shoe manufacturers at 9 to 13 Debrosses Street, failed yesterday, and the Sheriff took charge of their factory on three confessed judgments for $12,663, of which $7,170 is to the estate of Alexander S. Kaliske, $4,576 to William Vogel, both for borrowed money, and $917 to Benno Lewinson for professional services. The house is one of the oldest in the trade, having been established in 1842. The present partners are Theodore and his son Charles S. Kaliske, the latter having been a member of the firm since 1890. Alexander S. Kaliske, one of the founders of the firm, died in 1884.

B. Lewinson, attorney for the judgment creditors, said the failure was precipitated by the serious illness of Charles S. Kaliske, the junior partner, and the inability of Theodore Kaliske, by reason of age and ill health, to attend to business. The failure is due to heavy losses on real estate investments made in recent years, losses and shrinkage in business, the present monetary stringency, and large indorsements for a leather house which failed recently. The liabilities are $85,000; $5,000 is for merchandise, $40,000 is due to banks, and $40,000 is to friends for money recently borrowed and paid over to the banks. The assets consist of the factory at 9 to 13 Desbrosses Street and retail stores at 206 West One Hundred and Twenty-fifth Street and 851 Eighth Avenue, and are nominally valued at $55,000. The Eighth Avenue store has been assigned to William Rafel in payment of a debt of $7,500, and the One Hundred and Twenty-fifth Street store to the estate of A. S. Kaliske in payment of a debt of $11,000.

Brokman & Kaliske, cloak manufacturers at 71 and 73 Greene Street, is so involved in the failure of T. & A. S. Kaliske that they have also been compelled to close up. The partners are Morris A. Brokman and Max S. Kaliske, who is a son of Theodore Kaliske. Brokman & Kaliske yesterday confessed eight judgments aggregating $7,222, the largest being in favor of Morris Spiegel for $3,042, and Max Weil for $1,019.

The Sheriff has taken possession of their place of business. Mr. Brokman has been in business many years, and the present firm succeeded Haas & Brokman in December, 1891, claiming $27,000 capital. Their liabilities are about $45,000, of which $18,000 is for merchandise, and the balance for borrowed money and discounts.

MEYERS AGAIN IN THE TOMBS.

The Burglar Who Made a Daring Escape Recaptured in New-Jersey.

JERSEY CITY, Aug. 31.—John W. Meyers, burglar, who escaped from the Tombs Prison in New-York on the night of July 8, was caught at 10 o'clock this morning at Secaucus by Detective Owen Quinn and Policeman Kennedy of the Hoboken police.

Meyers was employed by the Erie Railroad Company, and when captured was working on a garbage train. On his way to the police station at Hoboken, when informed that an old accomplice had told of his whereabouts, he gave Detective Quinn considerable information about the criminal acts of two of his former chums, Charles Hoppe and Charles Gabriel of New-York, who will probably be arrested.

At 7:30 to-night Warden Fallon of the Tombs and Chief Fanning of the Hoboken detective force took Meyers to New-York.

He had been working at Secaucus for some time. His mother, Mrs. Brockman, lives at 356 Second Street, Hoboken.

Meyers took great pride in telling of his escape from the Tombs. He says a keeper was at his door just before he removed the stone and opened the way to freedom. Since his escape he has been in Syracuse and Philadelphia, and has several times seen New-York detectives who were looking for him.

* * *

John W. Meyers, the burglar who escaped from the Tombs while awaiting sentence, arrived at the Tombs Prison last night in charge of Warden Fallon and was at once locked up.

Meyers's escape was one of the most remarkable in the history of the Tombs. He worked out a great stone from the wall of his cell by means of an iron bedpost, then lowered himself to the yard by strips of bedclothing, and finally climbed a sheet-iron water leader and easily reached the street. His work must have taken weeks, and yet no one detected him. Several keepers lost their places in consequence of their neglect.

WAIL OF THE WOOL GROWERS.

Free Wool, in Their Eyes, "the Colossal Political Crime of the Age."

COLUMBUS, Ohio, Aug. 31.—The Ohio Association of Wool Growers, in annual session at Grange Hall, State Fair Ground, this afternoon, adopted the following, offered by President William Lawrence of Bellefontaine:

Resolved, That the wool growers of the United States can, and with "full and adequate protection for the wool industry," will soon produce all the wool and mutton needed for consumption in the United States.

Resolved, That free wool, as now the declared policy of the President and the Democratic majority in Congress, will substantially destroy the American wool industry and thereby injuriously affect all others, especially depressing the price of farm products and impairing the value of farms.

Resolved, That the wool growers of Ohio and of the United States are earnestly urged to oppose the nomination or election of any candidate for any political office who will not favor full and adequate protection for the wool industry.

Resolved, That, inasmuch as the recent panic and the continued monetary stringency commenced with the export of gold, one necessary remedy is to so legislate that we will cease importing wool, which comes chiefly from countries that take substantially nothing from us in return but gold.

Whereas, Under proper protection the United States would soon have 100,000,000 sheep, which, with the lands, buildings, and farm implements required for them, would add $500,000,000 to our taxable wealth, and give millions in the employment of labor, and bring an annual income in wool and mutton of $200,000,000, and make a vastly increased demand for pasturage, hay, corn, and oats, all of which will be substantially destroyed by free wool and mutton, bringing devastation threefold greater than the destruction of all our gold and silver mines, therefore,

Resolved, That such free wool and mutton would be the colossal political crime of the age.

THEATRICAL GOSSIP.

UNION SQUARE THEATRE.—Messrs. Keith & Albee announce a second postponement of the Union Square opening—this time to Sept. 18. The delay is largely occasioned by the work of reconstructing the exterior, a new iron and glass front having been built. The Gaiety Opera Company, which is to sing "Ship Ahoy!" as a part of the continuous performance, have arrived from Atlantic City, and are rehearsing daily. New scenery and costumes will be used. The vaudeville show, it is promised, will be refined though brisk. The highest priced seat will be 50 cents; the lowest, 15. With an all-day show in an elaborately-renovated theatre, this will be pretty cheap entertainment for Broadway.

REOPENING OF THE BIJOU.—The Bijou Theatre, which has had its usual Summer overhauling, reopens for the regular season to-morrow night, when Russell's comedians will be seen in "The World's Fair City Directory," the latest edition of this popular farce. The piece has been rewritten, and the songs, dances, and "specialties" will be new. Manager Rosenquest will provide new scenery and the women of the company will wear new and attractive costumes. This season the company includes Amelia Glover, Mathilde Cottrelly, Nellie Parker, Willis P. Sweatnam, William Cameron, William B. Wood, William F. Mack, James Thornton, Alexander Haig, Joseph Jackson, and others.

MADISON SQUARE ROOF GARDEN.—Sunday will be the last night of the season on the Madison Square Roof Garden and an attractive programme has been arranged. Mabel Stephenson, the bird warbler; Kate Davis, Charles B. Lawlor, Doré Brothers, the Brothers Perry, and Horace Randall will appear in new songs and specialties. Manager Gottschalk is responsible for the statement that the season has been profitable.

DAZEY'S HARD WORK.—C. T. Dazey, author of the successful play called "In Old Kentucky," recently produced by Litt and Davis, is remembered as the author of "For a Brother's Life," a war drama produced in this city nine years ago. He has been working hard ever since and is always in earnest. Mr. Dazey has just bought a country house at Delmore, L. I.

Hodges Ties Albin at Chess.

The chess match between Hodges, the State champion, and Albin, the Vienna expert, was concluded last night. Each player had won four games, and the match was declared a draw.

Highest of all in Leavening Power
—Latest U. S. Gov't Food Report.

ROYAL
Baking
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GIANTS SCORE TWO VICTORIES

THEY DEFEATED THE BROWNS WITHOUT ANY TROUBLE.

Both Rusie and German Pitched Good Ball and the Giants Hit the Curves of Clarkson and Hawley with Apparent Ease—Sharp Work by the New-Yorks in Both Contests—The Browns Were Outplayed at All Points—Brooklyn Won Another Game from Louisville.

Chris Von Der Ahe's Browns were the Giants' victims yesterday afternoon. The latter played like a lot of pennant winners, and the team from the West, in the language of the diamond field, was never in the game. Two victories were secured over the visitors and they were both won by hard and timely batting.

Arthur Clarkson pitched the first game and he was touched up for nine singles, a triple, and two doubles, while the opposing pitcher, "Our Amos," had only four singles charged against him. In the second game Hawley and German were in the box. The former was hit for ten singles, a home run, and two triples. German kept the Browns down to four singles and a triple. With this big advantage for the New-Yorks, the Browns never had a chance in either game.

In the opening game Stafford's base on balls and singles by Ward, Doyle, and Davis gave New-York 3 runs in the first inning; singles by Fuller and Stafford and an error by Frank gained 2 runs in the fourth, and Rusie's hit and Doyle's double 1 in the eighth. For the Browns two bases on balls and a hit secured 1 run in the first; and two singles, a sacrifice, and Ward's error 2 in the ninth.

New-York began to score in the second inning of the last game. Singles by Burke, Fuller, and German and good base running earned 2 runs; German's hit, Ward's three-bagger, and Doyle's sacrifice secured 2 in the fifth, and Davis's three-base hit, an error by Quinn, Wilson's home run, Fuller's single, a stolen base, a passed ball, and Ely's error 4 in the eighth.

The Browns scored their solitary run in the fifth. Quinn got his base on an error by Davis, was advanced on an out, and tallied on Hawley's hit. The score:

FIRST GAME.

ST. LOUIS.	R.	1B.	PO.	A.	E.	NEW-YORK.	R.	1B.	PO.	A.	E.
Dowd, rf.	1	0	0	1	0	Stafford, cf.	1	2	0	0	0
Gooden'h, cf.	0	0	0	0	0	Ward, 2b.	1	2	5	3	2
Frank, lf.	1	0	2	0	1	Doyle, rf.	1	2	2	0	0
Werden, 1b.	1	1	10	1	1	Davis, 3b.	2	1	0	3	0
Peitz, c.	1	1	5	2	1	Connor, 1b.	0	0	8	0	0
Ely, ss.	0	1	1	2	0	Burke, lf.	0	0	1	0	0
Quinn, 2b.	0	1	1	1	0	Milligan, c.	0	1	9	1	0
Crooks, 3b.	0	1	1	4	0	Fuller, ss.	1	1	1	3	0
Clarkson, p.	0	0	4	6	0	Rusie, p.	2	1	1	0	0
Total	3	4	24	17	3	Total	6	12	27	10	2

St. Louis.............1 0 0 0 0 0 0 0 2—3
New-York.............3 0 0 2 0 0 0 1 ..—6

Earned runs—New-York, 4. First base by errors—St. Louis, 1; New-York, 1. Left on bases—St. Louis, 6; New-York, 10. First base on balls—Off Clarkson, 5; off Rusie, 4. Struck out—By Clarkson, 1; by Rusie, 7. Three-base hit—Davis. Two-base hits—Doyle, Milligan. Sacrifice hits—Crooks, Stafford, Ward, Connor. Stolen bases—Peitz, Quinn, Stafford, Ward, (3,) Davis, Milligan. Hit by pitcher—Burke. Wild pitches—Rusie, Clarkson. Umpire—Mr. Hornung.

SECOND GAME.

ST. LOUIS.	R.	1B.	PO.	A.	E.	NEW-YORK.	R.	1B.	PO.	A.	E.
Dowd, rf.	0	0	0	0	0	Stafford, cf.	0	0	1	0	0
Gooden'h, cf.	0	0	1	0	0	Ward, 2b.	1	2	4	6	0
Frank, lf.	0	2	3	0	0	Doyle, rf.	0	1	1	0	0
Werden, 1b.	0	0	12	0	0	Davis, 3b.	1	3	1	4	2
Peitz, c.	0	1	4	1	0	Connor, 1b.	0	0	11	0	0
Ely, ss.	0	1	1	6	1	Burke, lf.	2	1	3	0	0
Quinn, 2b.	1	0	3	3	1	Wilson, c.	1	1	4	0	0
Crooks, 3b.	0	0	0	0	0	Fuller, ss.	2	2	2	3	0
Hawley, p.	0	1	0	3	0	German, p.	1	3	0	1	0
Total	1	5	24	13	2	Total	8	13	27	14	2

St. Louis.............0 0 0 0 1 0 0 0 0—1
New-York.............0 2 0 0 2 0 0 4 ..—8

Earned runs—New-York, 5. First base by errors—St. Louis, 2; New-York, 1. Left on bases—St. Louis, 6; New-York, 6. First base on balls—Off German, 2. Struck out—By Hawley, 2; by German, 2. Home run—Wilson. Three-base hits—Ely, Ward, Davis. Sacrifice hits—Crooks, Stafford, Ward, Doyle. Stolen bases—Burke, Fuller. Double play—Davis, Fuller, and Connor. Wild pitch—German. Passed ball—Peitz, 1. Umpire—Mr. Hornung. Weather pleasant. Attendance, 5,000.

COLONELS BEATEN AGAIN.

Manager Foutz's Boys Won the Game by Some Timely Batting.

Daub, Brooklyn's new pitcher, handled the ball with good effect yesterday against the Louisvilles, and in consequence Capt. Foutz won another game from the Colonels. Manafee, the new pitcher of the Louisvilles, was hit hard when the bases were occupied.

Burns and "Tom" Brown made some brilliant plays in the outfield, while the work of Shoch, Daly, and Denny was of a first-class character. Griffin and "Bill" Brown led in the batting. The score:

LOUISVILLE.	R.	1B.	PO.	A.	E.	BROOKLYN.	R.	1B.	PO.	A.	E.
T. Brown, cf.	2	1	5	1	0	Griffin, cf.	0	3	0	0	0
O'Rourke, rf.	1	0	0	0	0	Daly, 2b.	0	2	0	4	0
Weaver, c.	0	2	4	0	1	Brouth'rs, 1b.	0	0	10	0	1
W. Brown, 1b.	0	3	10	0	0	Foutz, lf.	1	1	0	0	1
Twitchell, lf.	0	1	2	0	0	Hatfield, 3b.	2	2	0	1	0
Pfeffer, 2b.	0	0	1	8	0	Burns, rf.	1	1	5	1	1
Pinkney, 3b.	0	0	0	3	0	Shoch, ss.	1	1	6	4	0
Denny, ss.	0	1	2	7	1	Dailey, c.	2	2	5	1	0
Manafee, p.	0	0	0	0	0	Daub, p.	2	1	1	1	0
Total	3	8	24	14	2	Total	8	13	27	12	3

Louisville.............1 0 1 0 0 0 1 0 0—3
Brooklyn.............0 0 2 4 0 0 2 0 ..—8

Earned runs—Louisville, 1; Brooklyn, 2. First base on errors—Louisville, 2; Brooklyn, 1. Left on bases—Louisville, 10; Brooklyn, 8. First base on balls—Off Manafee—Burns, Daub, (2;) off Daub—T. Brown, O'Rourke, Manafee. Struck out—By Manafee, 2; by Daub, 4. Three-base hits—Denny, Foutz. Two-base hits—T. Brown, Weaver, Twitchell, T. Daly. Sacrifice hits—O'Rourke, Weaver, T. Daly, Brouthers, (2.) Stolen bases—O'Rourke, Pinkney, Griffin, Hatfield. Double plays—Denny and W. Brown; T. Brown, Pinkney, and Pfeffer. Passed balls—Weaver, 1. Hit with pitched ball—By Daub—O'Rourke. Umpire—Mr. Lynch. Weather pleasant. Attendance, 2,100.

Other League Games.

AT BOSTON.

Boston.............4 0 0 1 0 2 0 0 ..—7
Chicago.............0 0 0 0 0 0 0 0 0—0

Base hits—Boston, 11; Chicago, 6. Errors—Boston, 1; Chicago, 2. Batteries—Stivetts and Merritt; Abbey and Kittredge. Umpire—Mr. Flynn.

AT PHILADELPHIA.

Philadelphia.............1 0 0 1 1 0 0 0 1—4
Pittsburg.............0 0 0 2 0 0 1 0 0—3

Base hits—Philadelphia, 9; Pittsburg, 5. Errors—Philadelphia, 0; Pittsburg, 2. Batteries—Carsey and Clements; Ehret and Earle. Umpire—Mr. Emslie.

AT BALTIMORE.

Baltimore.............2 1 2 3 0 0 3 0 0—11
Cleveland.............0 0 2 1 2 0 1 0 0—6

Base hits—Baltimore, 15; Cleveland, 9. Errors—Baltimore, 6; Cleveland, 2. Batteries—Baker, Mullane, and Robinson; Hastings, Virtue, and O'Connor. Umpire—Mr. Hurst.

AT WASHINGTON.

Washington.............1 0 0 0 0 0 0 0 0—1
Cincinnati.............0 0 0 2 0 0 0 0 ..—2

Base hits—Washington, 9; Cincinnati, 10. Errors—Washington, 1; Cincinnati, 1. Batteries—Maul and McGuire; Dwyer, Vaughn, and Murphy. Umpire—Mr. McQuaid.

Standing of the Clubs.

	Won.	Lost.	Per Cent.		Won.	Lost.	Per Cent.
Boston	74	32	.698	Cincinnati	51	53	.490
Pittsburg	62	44	.585	Baltimore	49	57	.462
Philadel'a	61	44	.581	St. Louis	47	60	.439
Cleveland	56	47	.544	Chicago	43	63	.406
New-York	56	49	.533	Louisville	40	61	.396
Brooklyn	54	51	.514	Wash'g'n	37	69	.349

Baseball Brevities.

—The New-Yorks are within a few points of the Clevelands.

—Brodie says that the New-Yorks, Bostons, and Chicagos tried to secure his release from the Browns.

—The persons who were injured on the stairway leading to the Polo Grounds last week have began suit against the New-York Club.

—President Byrne says that he will not release Lachance. He thinks in time Lachance will prove to be a valuable man.

—President Powers of the Eastern League has issued the following bulletin: Contracts approved—With Albany, W. J. Hoover; Buffalo, W. L. Hoffer; Binghamton, J. Smith, Mr. Allen, late of Cleveland; Springfield, T. B. Vickery, E. N. Crane; Troy, M. Cross, George Meakim. Released—By Albany, F. J. Shea, J. Messitt; Binghamton, J. Rafferty; Buffalo, George Meakim, James Meakim, M. Cross. Suspended—By Providence, C. L. Jones. Services claimed—By Albany, T. Fricken; Buffalo, William Clymer, Pitcher Darby, late of Atlanta.

—After the championship season closes the Bostons and a picked nine will make a tour of the Northwest. The make-up of the picked team will be practically as follows: Beckley, first base; Manning, second base; Davis, (New-York,) third base; Dahlen, short stop; Holliday, left field; McAleer, centre field; Kittredge and Doyle, catchers and right fielders; Rusie and one other, pitchers. Among the cities in which games have been scheduled are Milwaukee, Oshkosh, Duluth, Minneapolis, St. Paul, and Des Moines. Frank Selee once managed a nine in Oshkosh, and doubtless the teams will get a great reception in that city. "Jimmy" Manning will play second base and arrange the dates.

Gorham Solid Silver.

Purchasers of Silverware, undecided as to the most suitable articles to select, the latest novelty or the choicest art piece, can be materially assisted by the suggestions offered by the

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The New-York Times.
ALL THE NEWS FOR 3 CENTS.

NEW-YORK CRICKETERS BEATEN.

An Interesting Game with the New-Jersey Athletic Club Team.

The New-York Cricket Club took a team down to Bergen Point yesterday afternoon and suffered defeat at the hands of a weak team of the New-Jersey Athletic Club by 20 runs, after an interesting game. J. Forbes, for the losers, played a fine innings for his 47, while W. O. Wilkinson was the only other double figure scorer. For the victors, Tyers and F. G. Payne batted well, and A. Gunn, T. G. Clarke, and H. Manfield each contributed double figures. The score:

NEW-YORK CC.

J. H. Mitchell, b. Tyers	0
J. Forbes, b. Tyers	47
J. L. Douglas, b. Clarke	8
J. D. Rourke, b. Clarke	0
J. E. Roberts, b. Clarke	8
W. O. Wilkinson, b. Tyers	13
W. Hammond, c. Tyers, b. Gunn	2
G. W. Hilkemeyer, b. Tyers	4
G. Q. Paterson, not out	5
A. Bourne, b. Tyers	7
H. Newburg, run out	0
Byes	16
Leg byes	4
No balls	2
Total	116

NEW-JERSEY ATHLETIC CLUB.

Tyers, b. Roberts	9
F. G. Payne, c. Hammond, b. Hilkemeyer	29
H. Maxfield, c. Forbes, b. Roberts	11
A. Gunn, c. Mitchell, b. Roberts	17
T. Clarke, b. Roberts	18
W. F. Lewis, b. Douglas	7
H. F. Fox, not out	0
G. R. Cooper, b. Douglas	0
E. O. Rockwood, b. Douglas	2
W. Day, A. D. Gordon, } Absent.	
Byes	7
Total	135

Palisade Club Tennis.

Excellent tennis weather has favored good play in the tournament of the Palisade Boat Club of Yonkers, but the players do not seem to have been sufficiently inspired by it. With the exception of two excellent contests in the first round in doubles, the playing was hardly exciting enough yesterday to keep the spectators from yawning. The exceptions to the rule were the matches in which Myers and Beecher defeated Huntington and Graham and Holbrook and Baird cut short the career of Betts and Johnes. The losers in both contests made a stout resistance, and three sets were necessary in each case. The Thayers had small difficulty with their opponents, losing but three games.

The play in the singles was a monotonous series of one-sided two-set matches, the nearest approach to a close contest being the match in which Davis beat Myers. The summary follows:

Men's Singles.—*Preliminary Round*—R. P. Davis defeated W. Guilford, 6—2, 6—2; H. D. Betts defeated A. Douglas, 6—3, 6—2.

First Round—H. Thayer defeated R. G. Whittemore, 6—1, 6—0; H. M. Baird defeated J. Parker, 6—1, 6—3; R. P. Davis defeated P. C. Myers, 6—3, 6—3; H. D. Betts defeated J. Kingman, 6—0, 6—0.

Men's Doubles.—*First Round*—Thayer brothers defeated Waring and Kingman, 6—1, 6—2; Myers and Beecher defeated Huntington and Graham, 6—4, 2—6, 6—2; Holbrook and Baird defeated Betts and Johnes, 6—2, 4—6, 6—4.

Tennis at South Orange.

SOUTH ORANGE, N. J., Aug. 31.—The tennis tournament of the South Orange Field Club continued to-day. There was a large attendance and some spirited play. The finals will be played to-morrow.

The scores made yesterday were the following:

Semi-Final Round.—D. L. Jessup beat Yorke Allen by default; Holcombe Ward beat D. L. Jessup, 6—2, 9—7, 6—3.

Consolation Prize.—J. H. Strange beat W. W. Palen, 6—1, 6—4.

Minor Sporting Matters.

—Active preparations are being made by the Orange Athletic Club for the opening of the football season. Eighteen candidates are now on the list. They are Holmes, DeHart, Burdick, Buell, Mirott, Van der Kieft, Hall, Boote, Maynard, Griswold, J. Kyle, W. Kyle, Lloyd, Mohor, Marshall, Webb, Vaughan, and McConnell. Holmes, the Princeton full back, who lives at Englewood, will play in that position for Orange, and Marshall, the old full back, will play half back this year. John DeHart, the plucky little quarter back, has been re-elected Captain of the team. Practice will be begun by the team on Sept. 7. The first game will be played with Stevens Institute on Sept. 30, and the league games will be played on the first three Saturdays in November.

—A professional try-out tournament will be given by the New-Jersey Amusement Company on next Thursday evening. It will give a chance for New-Yorkers and Jerseyites to see four new-comers in this vicinity. It will be interesting to see how long "Jack" Hickey will stay with "Bob" Fitzsimmons. Hickey is a game fellow, and will not quit like Peter Maher. "Con" Riordan will try-out the vegetarian, "Val" Flood, for Eastern critics, and "Paddy" Gorman will do likewise with Arthur Walker. The ten-round fight between Harry Levy and Jack Handler ought to be a good one.

—Champion James J. Corbett and Prof. Donaldson, his sparing partner, will be on hand at "Jack" Dempsey's benefit at Industrial Palace Hall next Monday night. Corbett would have preferred to wind up the entertainment with the "Nonpareil," but as Fitzsimmons has consented to carry out the original programme and as Fitz was Jack's last opponent, Corbett agreed with the management that it would be best for the conqueror of "Jim" Hall to spar with the beneficiary. "Billy" Plimmer is another champion who will appear at the show. He will box with Murphy. Stanton Abbott has also volunteered his services.

—There will be a swimming carnival at Bath Beach next Monday. The carnival is under the auspices of the Bath Beach Swimming Club, and the races are open to all amateurs. Two events are to be decided—a half-mile race and a 220-yard race. The contests will be governed by the rules of the Amateur Athletic Union. Entries close with Prof. Donaldson, 241 Broadway.

For Other Sports See Page 3.

TELEGRAPHIC BREVITIES.

—W. J. Hunter, a young married man, well connected at Chester, Penn., was found hanging to a door in the parlor of his home on Spruce Street yesterday. Hunter left home several days ago to escape arrest on the charge of obtaining a horse by false pretenses. He returned Wednesday night, entered the house that had been vacated by his wife during his absence, and hanged himself.

—A serious head-end collision occurred on the Delaware and Hudson Road at 11:20 o'clock Wednesday night, about one mile west of Worcester. Twelve loaded freight cars were demolished and three engines were badly damaged. Only one man, Engineer Owen, was injured.

—Thieves broke into Mr. John Bigelow's stable at Highland Falls Tuesday night and stole a pair of fine carriage horses. The robbers became alarmed, and, leaving the horses on the road, made their escape. A boy secured them and brought them back.

—Barrett Scott, Treasurer of Holt County, Neb., who absconded a few weeks ago with $60,000, has been located in Mexico, and officers will go after him. Scott's stealings have left Holt County practically bankrupt.

—Daniel D. Hayes, a wealthy resident of Louisville, Ky., was run over and killed by a train at Highland Park Wednesday. Mr. Hayes had been suffering from fever and wandered from home in a delirious condition.

—Isaac Jalonick, a real-estate dealer and wealthy resident of Wichita Falls, Texas, was struck by a West Shore train at Milton yesterday and instantly killed. With his family he had been boarding at Milton during the Summer.

—The Connecticut Fat Men's Association met at Pleasure Beach, Bridgeport, yesterday. The heaviest man among them was probably Judge D. B. Lockwood of Bridgeport. His weight is 336 pounds.

TO OUR READERS AND FRIENDS.

For the purpose of aiding the readers of "The Times" to purchase their newspaper with unfailing regularity, whether in the city or in the country, whether on steamboat or on railroad train, or at the Summer resorts, will our friends kindly fill out the accompanying blank and forward it to "The New-York Times," Printing House Square, New-York City, whenever they have been unable to procure "The Times" of any of the dealers:

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....1893.

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PAGES 9–10. FRIDAY, The New-York Times. SEPT. 1, 1893. PAGES 9–10.

PARADISE FOR THE PENNILESS

ACTOR HANLEY SHOWS THE GOLD CURE IN A NEW LIGHT.

He Secured Backers at the White Plains Institute—Now Managers Dread an Influx of Bunko Steerers and Confidence Men—Hanley's Troubles Settled—"Freddie" Gebhard Knows a Good Thing—Robert Grau Did Not Get a Backer at White Plains—His Exit from Babylon.

WHITE PLAINS, Aug. 31.—By the settlement made yesterday—and it is believed to be a final one—of the dispute between Lawrence Hanley, the actor, and Mr. Stainach of this town, an end has been put to a brief, temporary eclipse of the innocent gayety of the local Keeley cure.

This short interval of gloom was due to accusations, innuendoes, whispers, scandals, slanders, affidavits, and words of honor to the effect that while Mr. Hanley was engaged in what may be called therapeutic metallurgy at the local Keeley cure he so fascinated, influenced, wheedled, coaxed, persuaded, and convinced one Stainach of White Plains, while holding him under the stress of hypnotism, that, having no money of his own, he proceeded to borrow some, and advanced it, to the tune of $6,000, to Hanley, it being nominated only in the bond that whatsoever emoluments, as well as honors, might accrue to Hanley as a star actor in his new play, based upon "David Garrick," should be divided, share and share alike, between them.

Failing to lay hands upon the necessary sum in a single quest, Mr. Stainach, it is said, persuaded, by a process of subordinate magnetism, one Drouillard of Nashville, Tenn., to make up the deficiency. The principal amount was contributed by Mr. Stainach's sister, who, catching the contagion of confidence from her brother, realized on valuable property to advance his and Hanley's joint design.

Mr. Drouillard, who had a chance to imbibe Hanley's enthusiasm as they both sat together in the cure and digested their auriferous hypodermics, put in his cash substance with equal ardor.

But it seems, according to the suit and complaint of Stainach and Drouillard in combination, the moment Hanley "put the piece upon the road," at the expense of the syndicate organized as above, oblivion fell upon him. He forgot his pledges, claimed the entire speculation, root and branch, and left the doleful three who had thought to be his partners whistling, so they protested, for their vanished money.

Then the case was put into the hands of the lawyers; the scenery and costumes were seized, and an accounting was ordered to show how much of the inchoate profits should be, as per agreement, syndicated and distributed.

It is at this point that the Keeley cure here became involved; at least so far as the sensibilities of its managers were concerned.

"Can it be possible," cried the votaries of that science whereof "Kid Miller" and "Hungry Joe" were professors emeriti, "that, among the dangers to be contemplated as a result of the newest use of the Pravaz syringe, one Keeley freshman can take advantage of the disordered nervous system of another Keeley freshman and cajole him into making monstrous contracts? Have the 'backers' of theatrical speculations all grown so coy that they can no longer be allured, except while recovering from the influence of liquor?"

Others, and their mockings reached the cure, went so far as to say that it was hardly worth while for a man to accumulate a gold deposit in his system at the cost of all the currency remaining to his credit in his bank.

But it was not merely the notoriety of the affair that annoyed, almost exasperated, the cure people. It was surely bad enough, they felt, to be suspected of affording a new field to the ingenious industry of the bunko steerer and the confidence man, but the prospect of being overrun by actors in a state in which physical prostration was counterbalanced by a feverish ambition to star, amounted to a cause for panic.

The fact, too, that the new danger to the equilibrium and comfort of the concern was so urgent that of the two men who had listened to the siren song of Hanley's hopes and assurances one was a fellow-patient and the other a medical attendant at the home deepened the official chagrin.

Happily for all concerned, the clouds were dissipated yesterday and the sun shone out again to cheer the dejected Keeleyites by the act of settlement which now bears everybody's signature.

In the absence of the chief physician a reporter for THE NEW-YORK TIMES had a brief interview with Dr. Milligan, whom he found in the company of a sardonic gentleman who was mitigating the austerities of the chloride regime with an excellent cigar. Other cigars of equal quality lay around in tempting profusion. Neither in solution, nor in bullion, nor in coinage was any gold visible in the sanctum, but the emaciated remains of what had once been an amazingly plump and healthy checkbook lay at the doctor's elbow.

Asked as to the aspect of the case from a Keeley point of view, Dr. Milligan said:

"Mr. Hanley is a splendid fellow—one of the best patients we ever had. He is a great, big, good-hearted boy, and though Mr. Stainach and Mr. Drouillard felt rather more sore over the outcome of their speculation than they ever did after being operated upon, the matter is all fixed, I'm glad to say."

What the doctor did not say, however, but obviously felt, was that by being "fixed" the matter had ceased to be an object of injurious interest to the cure.

"Has not the affair resulted in the institute strengthening its control of its inmates and patients, so that the Keeley lambs, so to speak, enjoy extra protection against the professional wolves who may pleasantly masquerade in Keeley sheep's clothing?"

"I am free to confess," said the doctor, than whom it is impossible to conceive a smaller, more diffident, or less formidable professor of the healing art, "that while we place no restriction whatever upon our guests, we shall, hereafter, exercise extreme vigilance in watching their association with other and more robust or more adventurous fellow-patients. If we notice any signs of a shattered nervous system subjected to the control of another, and, ahem! let us say, unscrupulous nature, why, we shall make a point of warning the endangered patient's friends."

"But you must remember," continued the doctor, as if to relieve the mind of his visitor of any real cause for apprehension in the interest of the more helpless "guests," "you must remember that we have very few actors come here for treatment."

Then, with a benignant smile and the air of one who had given every conceivable guarantee to the friends of the endangered ones, he proceeded to launch into eulogies of "Freddie" Gebhard. According to this able man, Mr. Gebhard was in very bad shape when he threw open his vascular system to the subtle and corrective blandishments of chloride of gold.

"Mr. Gebhard knows a good thing when he gets it," exclaimed the enthusiastic physician, "and as soon as he could realize what our treatment had done for him, he clung to it as his best friend."

In the conversation that followed, the reporter mentioned the fact that Robert Grau was credited with having likewise obtained a "backer," while both of them were exchanging an invoice of alcohol for moral and metallic balances of gold.

The sardonic man who was keeping the books of the concern in a corner, and violently consuming tobacco as he did so, is evidently one who, capable of standing all sorts of preposterous things, cannot brook any tale complicating Mr. Grau, ready money, credit, and the Keeley cure.

In a bitter voice he said:

"Wherever else Mr. Grau got his backer, he got none here, for he has never been here. There has, indeed, been at no time any desire to have Mr. Grau as an inmate of this establishment. On the contrary, I think I am safe in saying that under no circumstances whatever would Mr. Grau have been made welcome here, or been accommodated."

"But he certainly did go to some Keeley cure," rejoined the reporter.

"He went, they tell me, to the institute at Babylon," said he of the sardonic humor. "He went there, staid there three days and two nights, and then vanished mysteriously through an open window. I doubt if he had time, even if he had the equipments, to fascinate a 'backer' during that period. He was, in fact, so confused and bewildered by his misfortunes that he failed to raise so much as a cent toward paying the expenses of his short sojourn."

"Has the claim of the Babylonian Institute gone unsatisfied?"

"It is charitably believed," replied the man with the books and the cigar, "that Mr. Grau was the victim of a hallucination. He imagined, so it is supposed, that he was stopping at a provincial hotel while on tour with one of his operatic companies, and, accordingly decided, on the spur of the moment, to settle with the landlord in the usual way. This theory is fortified by the fact that he had no visible baggage with him when he became the guest of the establishment in Babylon."

In the town here, where Mr. Stainach is well known and highly esteemed as the son of an Austrian political refugee of noble birth, it is impossible to altogether divest the situation of a little pleasant incredulity, especially in regard to the amount of money contributed, so he declares, by his syndicate toward forwarding the stellar aspirations of Mr. Hanley.

It is one of the complications of this very interesting case—a complication either painful or diverting as one variously looks at it—that no one discusses the subject of Mr. Stainach's alleged six-thousand-dollar investment with less apparent belief in its reality than the distinguished exile, Mr. Stainach's own father.

The search for Mr. Grau and his story is made all the more difficult and embarrassing by the number of establishments for the cure of dipsomania now existing in New-York. One well-known theatrical man, when appealed to, regretted he could give no information beyond the fact that the missing manager, having developed a strange habit of carrying ham sandwiches in his pockets as his only base of physical supplies, and having lived thus precariously for nearly a week, had accumulated a thirst for which other theatrical speculators would gladly offer him as much as $10, if they were in funds.

Owing to this, it was clearly impossible said Mr. Grau's theatrical friend, to locate him at a moment's notice.

"It is too bad," said this gentleman, "that Bob is discrediting the profession in Keeley-cure places by leaving them as he did that one at Babylon. If the occurrence is repeated, the owners of these cures will be as suspicious of show folks as the hotel man in Georgia was, who, last season, organized a posse of cooks and waiters and stopped the train in which a New-York manager and his company were running away from their unpaid bills. The entire company was marched back to the hotel and kept locked up in its coal cellar until the leading lady consented to leave her diamonds as security.

"I hope Bob's action won't have that effect upon all the other Keeley cures. It will be a great blow to the profession if it does."

ZULFIKAR IBRAHIM BEY HERE.

The Chief of Egypt's Criminal Administration Greatly Pleased with the Fair.

The chief of the criminal administration of Egypt, Zulfikar Ibrahim Bey, is in the city. He is about thirty years old, of slight figure, with sharp, intelligent, clear-cut features and pleasant address. He is the oldest son of Ibrahim Pasha, for many years the Khédive's Grand Master of Court Ceremonies.

When seen yesterday at the Park Avenue Hotel by a reporter for THE NEW-YORK TIMES Ibrahim Bey talked freely about his impressions of this country, the Columbian Exposition, and Egyptian affairs. He is an accomplished linguist and speaks English with fluency, though with a slight French accent.

"My visit to the United States," said he, "was purely one of pleasure, with the main object of visiting the World's Fair. I have just returned from Chicago, where I spent twelve days. I need not tell you of my impressions, because I assume they are like most other people's, namely, that the exposition is a wonderful affair, and the largest exhibition the world may ever expect to see. One thing, however, I want to say—the so-called Turkish theatre, baths, and dancing booths in the Midway Plaisance are no more Turkish than you are. Nor are the alleged Egyptian dancing booths Egyptian. I tested them all, and could not find a single performer who could speak either the Turkish or Arabic languages. They are all Syrians, both men and women, and of the lowest type of that nomadic race at that.

"As for the dances, I assure you such suggestive and indecent performances would not be permitted in my country. We have special laws forbidding the kind of exhibitions I saw at the World's Fair under severe penalties. I am surprised that the exposition authorities have permitted these so-called dances to be continued. I feel that they cast a slur upon both Egypt and Turkey. I hope they will be suppressed."

"How are affairs, commercial and diplomatic, now in your country?" was asked.

"The commerce of Egypt, I am glad to say, is increasing every year. Why, you would not know Alexandria. It is now a lovely city, and has been completely restored and beautified since its bombardment. Money is becoming more plentiful, taxation is being lightened, and crime is growing scarcer. I think Egypt has a brighter future than she has had for many years.

"I am delighted with the City of New-York, and with Chicago, Philadelphia, and Washington."

Ibrahim Bey will sail to-morrow on La Bourgogne.

Deputy Tax Commissioners Appointed.

The Commissioners of Taxes and Assessment yesterday appointed Eugene J. McEnroe and Edward J. Hare to be Deputy Tax Commissioners. They take the places left vacant by the deaths of Deputy Commissioners Germain Hanschell and Denis O'Donoghue. Mr. McEnroe is a resident of the Twenty-eighth Assembly District and Mr. Hare lives in the Tenth Assembly District. Each will receive a salary of $2,700 a year.

Mr. Hare was at one time employed as a searcher in the County Clerk's office. Judge Leonard A. Giegerich, who was then County Clerk, posted a rule that all employes must put in their full quota of office hours in the office. Mr. Hare was removed on the ground that he did not comply with this rule.

Charles H. Woodhull of the Twenty-eighth Assembly District was yesterday appointed a clerk in the Personal Tax Bureau at a salary of $1,000 a year.

Controller Myers's Annual Report.

The report of Controller Theodore W. Myers for the year ending Aug. 1, 1893, was published yesterday. It shows that the total receipts from taxes were $32,910,420.53, the receipts from the general fund $1,205,476.29, from the appropriation account $14,735.97, from the special and trust accounts $4,902,563.73, and from loans $28,800,831.40.

A summary of the City Treasury account shows that at the beginning of the year there was a balance on hand of $1,317,257.21 and that the total receipts were $67,834,027.92, making the total $69,151,285.13.

There was expended for general expenses of the City Government $35,956,358.27, and on special and trust accounts $32,522,763.88, making $68,479,122.15. The balance in the City Treasury Aug. 1, 1893, was $672,162.98. The total funded debt outstanding was $158,529,788.22.

Mr. Murphy Is a Tammany Man.

The friends of S. K. Murphy, who is a candidate for President of the New-York State Wine, Beer, and Liquor Dealers' Association, are indignant at a report that he represents an anti-Tammany faction. Mr. Murphy was elected in 1868 as an Alderman of this city on the regular Tammany ticket, and he has been a member of the Tammany Hall General Committee for more than a quarter of a century. Both of his sons are also in the organization and are on the Tammany Hall General Committee of the Twenty-third Assembly District.

Chinese Passengers Detained.

Seventeen Chinese passengers from Havana on the steamers Orizaba and City of Alexandria were ordered held yesterday pending an investigation by the customs officers of their right to land.

NOT IN A HURRY FOR MONEY

SAVINGS BANKS DEPOSITORS ARE NO LONGER ANXIOUS.

Many Thirty-Day Notices Expiring, but Only About 10 Per Cent. Followed by Withdrawals—Trade in Currency Not so Active—Life Insurance Companies Raise Interest on Bond and Mortgage Loans—Hard to Keep Silver in Circulation—Raid on General Electric.

Reports which reached Wall Street from the savings banks yesterday all went to show that the worry among depositors had very nearly worn itself out in the month since the banks decided to check withdrawals by putting into effect their thirty-day notices. Many of the notices expired yesterday, but few of the depositors asked for their money.

The experience of the Emigrant Savings Bank, given in THE NEW-YORK TIMES yesterday, was a fair sample of that of all the banks.

It was a general estimate yesterday that about 10 per cent of the notices which had run out were followed by withdrawals of deposits. The proportion held pretty well with both the larger and the smaller banks.

Drafts, of course, exceed deposits in times like these, but the disparity is said to be lessening steadily. The great falling off in the currency premium has served to lessen the temptation for depositors to take out their money, and there is generally ample confidence among them in the solvency and strength of the institutions.

The big life-insurance companies have decided to advance the rate of interest on bond and mortgage loans to 6 per cent. The rate has been from 4½ to 5½ per cent., according to the location of the property. In this city it has been from 4½ to 5 per cent., while for property out of town the higher figure has prevailed. In most cases where the advance has been decided upon it will take effect after to-day. While the big companies have taken the lead in increasing the rate, the smaller ones are following their example.

The trade in currency was fairly active yesterday, although the demand was not so great as on the day before. Money brokers said they paid a premium of three-eighths of 1 per cent. for cash and sold it at three-quarters of 1 per cent.

One of the leading firms had a transaction with a hoarder of $100,000 in gold certificates. Several days ago he tried to sell his certificates to the brokers, but declined their offer of one-half of 1 per cent. He held off for better prices, losing money by the operation, inasmuch as yesterday, when he finally decided to sell his money, he could get but three-eighths of 1 per cent. for it.

The Sub-Treasury paid $165,000 on salary checks presented by employes at the Custom House and Post Office and $100,000 on Assay Office checks. The total disbursements on checks were $526,000. Of the Clearing House balance of $58,500, $55,000 was paid in gold. Eight thousand dollars was transferred by telegraph to New-Orleans.

Efforts to keep silver in circulation do not prevent the return of a large share of that put out by the Sub-Treasury. That institution yesterday paid out $76,000 in silver and took in $80,000.

The Sub-Treasury has had several experiences of the change in sentiment recently. Two weeks ago a woman and her two daughters, carrying satchels, marched in with $9,000 in bills, for which they wanted gold. The coin was duly counted out, the exchange was made, and the three departed satisfied that they had safe money. Yesterday another woman and her daughter brought in their cash, which they had just drawn out of a savings bank. They had been paid in gold, and they wanted to exchange it for paper. This, however, the Government officers declined to do.

There were heavy sales of Whisky Trust shares in the morning and the price was carried down from 21¼ to 18⅝. It rallied to 19 at the close, showing a loss of 2⅝ points for the day. Reports from Peoria were full of distress and talk of the company's financial straits. A story was told, too, about a broken pool. This piece of gossip was that one of the big "insiders" had gone into a pool in the stock not long ago, after commenting very dubiously on its prospects, and had then unloaded on his associates in the approved fashion.

General Electric was raided by the bears just before the close. It touched 36, but rallied to 37¼, 1⅝ points below Wednesday's last figures. The decline followed reports of the character which the bears have found so useful. President Coffin denied that there was any truth in the stories. The company's floating debt, he said, was taken care of, and the concern was ready to meet all demands upon it.

FEW OYSTERS IN MARKET YET.

Supply Smaller This Year Than Ever Before at the Opening of a Season.

The oyster season opens to-day with a supply smaller than ever before known on an opening day.

All the wholesale dealers have for days had large orders, and while they have made deliveries to nearly all their customers, they have been obliged to shorten the orders.

The storm which swept up the coast from the South not only made it difficult for the boats to do their work, but when they had a catch aboard the boats had trouble in landing the oysters.

There are about twenty-five wholesale oyster dealers along the North River between Tenth and Eleventh Streets, and three on the East River front, near the foot of Broome Street. These dealers have received heavy orders which they are unable to fill. It is expected, however, that the boats coming in this evening will bring a supply sufficient to fill all orders for to-morrow.

The oyster season ends May 15, when the bivalves begin to spawn and become unwholesome. They are left alone generally until the last week of August, and then the dealers get in their supplies so as to have orders filled in advance of Sept. 1. This year the supply is several days late.

In quality, say the wholesalers, the oysters brought in yesterday are fully as good as those of any previous season, and the price for them will be the same as usual.

The oysters coming in for the present demand are from the beds at Keyport, N. J.; Prince's Bay, Jamaica Bay, and Great South Bay. Great beds of the bivalves extend from City Island to New-Haven and from Cow Bay to Northport. Those on the Connecticut shore are used chiefly for seeding.

The South sends a good many oysters here later in the season, but, with the exception of the fine-flavored and large Lynn Bays, they are of a poorer quality than those grown in the North.

Chicago made a great demand for shipments yesterday, but dealers say the World's Fair is not responsible for this. The orders from the Windy City are generally large, and one wholesale house yesterday sent 100,000 opened oysters there for distribution through the West.

The oyster business of New-York amounts to about $10,000,000 a year, and consequently for the thirty wholesalers in the business there must be a good profit. The daily demand here is about 12,000 bushels, and in gathering and handling the supply in this city about 35,000 persons are employed.

In each oyster market several men known as "shuckers" are employed opening the oysters for shipment. These men are well paid. The price is $1 a thousand, and the dealers have no use for a man who cannot open 6,000 a day. The dredgers, who have the hardest part of the work, get from $30 to $60 a month and board.

The Rockaway oyster, the dealers say, is most in demand by the oyster houses, because it is the best cooking oyster in the market, while for a dinner delicacy, the sale of the Blue Points is enormous.

The Defaulted Bonds Not Taken Up.

INDIANAPOLIS, Ind., Aug. 31.—The third deal of the city to take up $600,000 7 3-10 per cent. bonds defaulted July 1, has fallen through. The New-York Life Insurance Company was to advance $600,000, but there were certain conditions that the bondholders were to comply with.

The company was to take up a certain number of the bonds, and some of the holders were to sign an agreement that they would hold the bonds until such a time as the company was ready to take them. Three of the heaviest holders were requested to make such a contract. Two of them did so, but the third refusing to take any such contract, put an end to the negotiation.

Plans for the New Municipal Building.

The total number of plans received up to last night at Controller Myers's office for the new Municipal Building was sixty-two. Thirty-seven of these were received yesterday. They included sets from St. Louis, Boston, and New-Britain, Conn. The Controller was notified yesterday that another set had been received at the Custom House from a Paris architect. The competition will close at noon to-day, when the New Municipal Building Commission will meet at the Mayor's office and receive the plans.

Produce Exchange to Close To-morrow.

By a vote of 514 to 100 the Produce Exchange members decided yesterday to close the Exchange to-morrow.

MR. TEALL WILL BE AT THE FAIR.

He Says the Preparations in Westchester County Are "Booming Beautifully."

Preparations for this year's Westchester County Fair are "booming beautifully." At least, Oliver Sumner Teall, the Chairman of the Executive Committee, says so. It will be held at White Plains Sept. 25 to 30. Among the attractions will be pony races, horse-show exhibits, including tandems, four-in-hands, jumping, and fast trotting, bicycle racing, a dog show, and a baby show.

A new feature of this year's horse show will be entries open to all, instead of being restricted to exhibitors in Westchester County. This lets in the gentleman farmers and breeders of Greenwich, Stamford, and other towns in Connecticut. The Horse Show Committee for this year includes Major James C. Cooley, Chairman; William H. Catlin, Secretary and Treasurer; and Arthur Latham Barney, Walter Shepherd Clark, Watson B. Dickerman, Thomas K. Fraser, Robert Graves, William Iselin, Howard S. Jaffray, De Lancey A. Kane, Robert W. Leonard, Richard P. Lounsbery, Frederick G. Leroy, Thomas A. Maitland, Howard Nott Potter, Edward Clarkson Potter, George R. Read, B. Lambert Sackett, Marion Story, P. Gilbert Thebaud, Alexander Taylor, Jr., William H. Tailer, James M. Waterbury, Francis A. Watson, Clarence Whitman, and Charles Campbell Worthington.

The entry list at present contains thirty-five classes, including ladies' saddle horses, polo ponies, hunters, roadsters and roadrigs, four-in-hands, park teams, tandems, carriage horses, hackney stallions, farm teams, depot rigs, and ponies tandem, to be shown to a suitable trap. In each of these classes the prize is a cup valued at $50. Among those who have already offered cups for competition in these classes are George R. Read, Elisha M. Fulton, Jr., George S. Dearborn, William H. Tailer, William H. Catlin, Thomas A. Maitland, Robert Graves, Thomas Stokes, Charles Campbell Worthington, T. C. Eastman, Marion Story, and John D. Archbold.

The list of patronesses of the fair, as was the case last year, includes representatives of most of the Westchester families best known socially. The list is as follows:

Mrs. J. Howe Allen, Mrs. William Adams, Mrs. Lewis B. Atterbury, Mrs. William Porter Allen, Mrs. Henry Barton Beecher, Mrs. Walston Hill Brown, Mrs. D. Ogden Bradley, Mrs. Arthur Latham Barney, Mrs. John C. Barron, Mrs. William Birney, Mrs. James A. Beales, Mrs. W. W. Booth, Mrs. William F. Cochran, Mrs. W. F. Chrystie, Miss Kate Cary, Mrs. Charles Childs, Mrs. William C. Church, Mme. Le Couteulx De Caumont, Mrs. Henry G. Chapman, Mrs. Moses Taylor Campbell, Mrs. Walter F. Crosby, Mrs. James C. Cooley, Mrs. Oliver E. Cromwell, Mrs. William H. Catlin, Mrs. Winthrop Cowdin, Mrs. Hortense P. Douglas, Mrs. Watson B. Dickerman, Mrs. George Dearborn, Mrs. W. W. Ellsworth, Mrs. B. C. Everingham, Miss S. Grace Fraser, Mrs. James Fraser, Mrs. Hamilton R. Fairfax, Mrs. Lewis Gregory, Mrs. Robert Graves, Mrs. William Gihon, Mrs. Edward Gay, Mrs. W. L. Hermance, Mrs. Schuyler Hamilton, Jr., Mrs. Robert Hoe, Mrs. J. Borden Harriman, Mrs. Horace L. Hotchkiss, Mrs. Walter T. Hart, Mrs. William Iselin, Mrs. J. Foster Jenkins, Mrs. Howard S. Jaffray, Mrs. Algernon Jarvis, Mrs. William Jay, Miss Kevan, Mrs. Benjamin Knower, Mrs. John J. Kane, Mrs. De Lancey A. Kane, Mrs. Richard P. Lounsbery, Mrs. R. W. Leonard, Mrs. Perit C. Meyers, Mrs. Henry Moffatt, Mrs. James McVickar, Mrs. Leon Marié, Mrs. McLean, Mrs. John A. Morris, Mrs. Junius Morgan, Mrs. Thomas A. Maitland, Mrs. George B. Newton, Mrs. Thomas F. Oakes, Mrs. L. P. Di Onativia, Mrs. Morton S. Paton, Mrs. Orlando B. Potter, Mrs. Edward Clarkson Potter, Mrs. Howard N. Potter, Mrs. Jules Reynal, Mrs. Whitelaw Reid, Mrs. William H. Robertson, Mrs. Rae, Mrs. Bradford Rhodes, Mrs. George R. Read, Mrs. Charles E. Sands, Mrs. Frederick J. Stone, Mrs. O. J. Smith, Mrs. William E. D. Scott, Mrs. Thomas M. Stewart, Mrs. Marion Story, Mrs. S. K. Satterlee, Mrs. William H. Tailer, Mrs. Oliver Sumner Teall, Mrs. Paul L. Thebaud, Mrs. Alexander Taylor, Jr., Mrs. William J. Tingue, Mrs. C. D. Wyman, Mrs. David B. Williamson, Mrs. Charles Campbell Worthington, Mrs. J. R. P. Woodriff, Mrs. Charles W. Whitney, and Mrs. J. Howard Wainwright.

The officers of the Westchester County Fair Association are: President—John B. Tompkins, Yorktown Heights; Vice President—Lewis S. Onderdonk, Kensico; Treasurer—Joseph B. See, Valhalla; Secretary—Edward B. Lang, White Plains. The regular features of the fair, aside from the horse show, will be as entertaining as usual, including all sorts of farm products, from prize fat babies to "hand-painted tidies" and crazy quilts.

SYNAGOGUE WINDOW DESTROYED.

A Landlord and His Tenant Use an Axe and Assault a Policeman.

There was a small riot in the rear yard of 131 Cannon Street yesterday, in which a policeman and a number of the tenants of the house took active parts.

The rear end of the yard is also the rear of the Synagogue Awath Scholomo, which fronts on 140 and 142 Columbia Street. The synagogue has always had one window at the rear end, and recently it was decided to put in another. Policeman Morris Cohen of the Prince Street Police Station, who is a member of the synagogue, was directed to superintend the work of putting in the window. Yesterday, being off duty, he was present in citizen's clothes to superintend the work.

When the work was nearly finished, Wolf Simmons, a tenant of 131 Cannon Street, and Samuel Herman of 275 East Third Street, the owner of the building, came into the yard. Herman seized an axe and proceeded to demolish the window.

Cohen at once jumped out of the window into the yard and placed the men under arrest. Simmons hit Cohen in the left eye and Herman began to choke him. At this time a number of the tenants of the Cannon Street house appeared in the yard, and for a time there was war between them and the workmen on the window. Police assistance, however, soon arrived, and Herman and Simmons were arrested.

In the Essex Market Police Court yesterday the prisoners were held in $300 bail each for trial for assaulting Cohen.

COULD BE HAPPY WITH EITHER.

Two Women Claim Oscar Hiller And He May Have to Remain in Jail.

Oscar Hiller of 77 Rapelyea Street, Brooklyn, is in the Raymond Street Jail because he has failed to keep his promises to marry two young women. They are Gertie Peterson of 272 Van Brunt Street, Brooklyn, and Selma Johnson of 25 East Eighty-third Street, this city.

Hiller says he is willing to marry one of the women, and he is not particular which one, but he cannot marry both, and he fears the other will sue him. To make matters worse, the two women are on the best of terms and call to see him together. Hiller says if either would visit him alone he would marry her without delay, but he cannot talk to either confidentially while both are present.

Both women are determined to marry Hiller, but their rivalry has not caused a quarrel between them.

Denies that He Is a Defaulting Agent.

Clarence R. Barry, fifty years old, late ticket agent of the Canadian Pacific Railroad, was remanded in the Tombs Police Court yesterday on a charge of larceny.

He was arrested yesterday as he was boarding the steamship Nebraska on his way to Europe, the Chief of Police of Halifax having requested that he be detained on a charge of the larceny of $1,539 from the railroad company. He left this office suddenly on Aug. 22, and an examination of his books showed a deficiency of the amount claimed.

The prisoner denies that he is the defaulting agent. He will be taken to Halifax when requisition papers are received.

Married in Raymond Street Jail.

There was another wedding in Raymond Street Jail, Brooklyn, yesterday. Christian Boe of 466 Third Avenue was married to Olga Simonson of 152 Eighteenth Street by the Rev. Charles S. Everson of the Norwegian Church of Our Saviour.

Boe was arrested on Olga's complaint for breach of promise, and he concluded that matrimony was preferable to jail. He was released.

Leprosy in a Penitentiary.

LARAMIE, Wyo., Aug. 31.—A genuine case of leprosy has been found in the penitentiary at this place. Ed Fisher, a prisoner, is the victim. He has been examined by a number of physicians in the past few weeks, and they unite in saying that it is leprosy. Fisher is about thirty years old, and was sentenced to two years' imprisonment.

British Ships on a Race to Europe.

SAN FRANCISCO, Aug. 31.—Five British ships, the Elmhurst, City of Madras, Falls of Afton, Ulrica, and Glenlin, are racing from San Francisco to Europe. The Ulrica sailed Tuesday. The Glenlin will get away to-day. The others sailed yesterday.

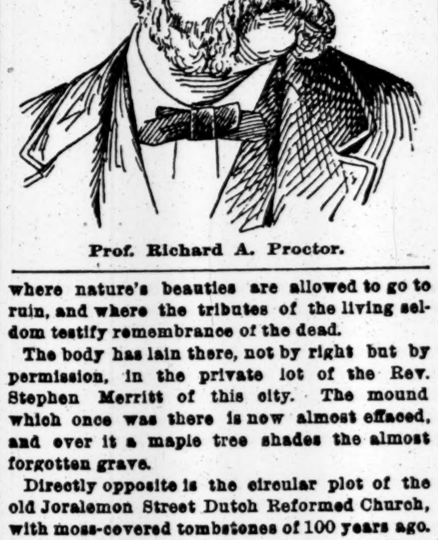
PROF. PROCTOR'S MONUMENT

AT LAST COMES HONOR TO THE EMINENT ASTRONOMER.

Since His Death, in 1888, His Body Has Lain in a Neglected Grave in Greenwood—George W. Childs Will Provide for It a Handsome Sarcophagus—Services of Reburial to be Held Oct. 3—Dr. Talmage, Whom Prof. Proctor Greatly Admired, Will Deliver the Panegyric.

From its neglected, weed-covered grave in the Cedar Dell section of Greenwood Cemetery, the body of Prof. Richard A. Proctor, the astronomer, who died in this city of yellow fever Sept. 12, 1888, will be removed on Tuesday, Oct. 3, and placed beneath a beautiful monument which George W. Childs of Philadelphia has caused to be erected to show his great appreciation of the work of the famous English scientist.

Prof. Proctor's body has ever since his sad, lonely death lain in a corner of the cemetery



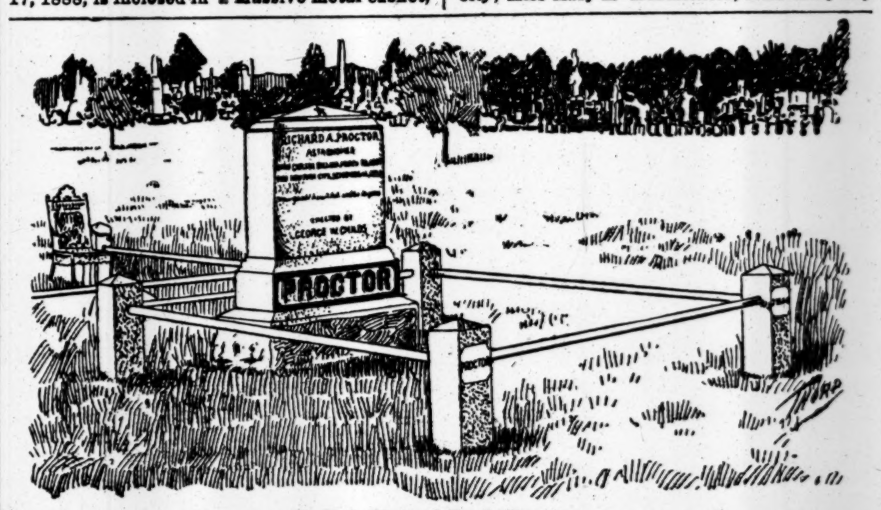
Prof. Richard A. Proctor.

where nature's beauties are allowed to go to ruin, and where the tributes of the living seldom testify remembrance of the dead.

The body has lain there, not by right but by permission, in the private lot of the Rev. Stephen Merritt of this city. The mound which once was there is now almost effaced, and over it a maple tree shades the almost forgotten grave.

Directly opposite is the circular plot of the old Joralemon Street Dutch Reformed Church, with moss-covered tombstones of 100 years ago. Near by are the resting places of men whom New-York has known and honored. There are the graves of Horace Greeley, Henry J. Raymond, De Witt Clinton, Admiral Stringham, James K. Paulding, the historian; S. S. Cox, William Niblo, Lola Montez, and Laura Keene.

Prof. Proctor's body, which was buried Sept. 17, 1888, is inclosed in a massive metal casket,



Burial Plot of Prof. Proctor.

and when it was borne to the grave its only followers were the professor's intimate friend, George W. Wilson of Orange Lake, Fla.; Dr. Cyrus Edson, and the Rev. Stephen Merritt.

While the public seemed forgetful of the grave of the man it honored in life, Prof. Proctor's eldest daughter, Miss Mary Proctor of St. Joseph, Mo., was making tireless efforts to obtain for her father's body a resting place worthy of his work and fame, and at last through the kindness of George W. Childs she is to have her dearest wish gratified.

It was through William J. Bok of 23 Park Row that Mr. Childs's attention was drawn to the neglected grave in Greenwood, and at once he signified his intention of providing for the body of Prof. Proctor a resting place worthy of it.

The new grave will be at the intersection of Borden and Vine Avenues, about twenty feet from the Flatbush gate of Greenwood. The monument will sit high on the slope and will face the village of Flatbush.

Not far away are the graves of the Rev. Henry Ward Beecher, William J. Florence, Lester Wallack, Fitz-Greene Halleck, and John Brougham, and the family plots of the Rev. Dr. T. De Witt Talmage and Judge Leon Abbett of New-Jersey.

The monument is of Quincy granite, a great bluish rock, which takes a beautiful polish. It is handsomely carved, and about it is a brass railing resting on posts of rustic work.

At the apex of the stone is a raised star indicative of the astronomer's profession, and on its reverse side will be an inscription written, at the request of Miss Mary Proctor, by Herbert Spencer, who was a lifelong friend of Prof. Proctor. The inscription reads:

> On public as on private grounds Prof. Proctor's premature death was much to be lamented. He united great detailed knowledge with broad general views in an unusual degree, and, while admirably fitted for a popular expositor, was at the same time well equipped for original investigation, which, had he lived, would have added to our astronomical knowledge. Prof. Proctor was also to be admired for his endeavors to keep the pursuit of science free from the corrupting and paralyzing influence of State aid. HERBERT SPENCER.
>
> JULY 1, 1893.

The Rev. Dr. Talmage, whom Prof. Proctor greatly admired, will conduct the services, delivering a panegyric, uttering the invocation, and pronouncing the benediction.

Prof. Proctor had a remarkable career. He was born in Chelsea, England, March 23, 1837. His early years were passed at home, for he was sickly and unable to attend school. At the age of eleven he entered the academy of Wilton-on-Thames, and at once his brilliancy began to show itself.

He had a particular liking for mathematics and devoted to it all his spare time. In 1860 he was graduated with highest honors at Cambridge and then devoted himself to study for three years. He soon began to be heard of in the astronomical world, and, after a hard struggle, received recognition by being made a fellow of the Royal Astronomical Society.

Prof. Proctor's writings were numerous and authoritative, and many important discoveries in astronomy are credited to him.

In this country he was best known and liked as a lecturer on astronomical subjects. Personally Prof. Proctor was distinguished by agreeable manners. He possessed rare and entertaining conversational powers, was quick in calculation, and almost a phenomenon in his ability to handle figures rapidly.

Five of Prof. Proctor's children are living—Miss Mary Proctor, in St. Joseph, Mo.; Miss Agnes M. Proctor, at Baird College, St. Louis, Mo.; John M. Proctor, in Portland, Oregon; Henry Proctor, in Brighton, England, and Richard J. Proctor, in Denver, Col.

FOREIGN MARKETS.

LIVERPOOL, Aug. 31—3:45 P. M.—Beef in fair demand. Pork in poor demand; prime mess Western fine was at 86s 3d; do medium was at 78s 9d. Hams and bacon in moderate demand. Cheese in moderate demand; American finest white dull at 46s 6d; do colored dull at 47s 6. Tallow, spirits of turpentine, and resin in moderate demand. Lard—Spot in moderate demand; futures in no demand. Wheat and flour in poor demand. Corn—Spot and futures in moderate demand; mixed Western spot steady at 3s 11¼d; September steady at 3s 10½d; October steady at 4s ½d; November steady at 4s 1¼d. Hops at London—Pacific coast in moderate demand.

4 P. M.—Cotton—Futures closed firm at the advance. American middling, low middling clause, September delivery, 4 16-64@4 17-64d; September and October delivery, 4 16-64d, sellers; October and November delivery, 4 16-64d, sellers; November and December delivery, 4 17-64d, value; December and January delivery, 4 18-64@4 19-64d; January and February delivery, 4 20-64@4 21-64d; February and March delivery, 4 22-64@4 23-64d; March and April delivery, 4 24-64d, buyers; April and May delivery, 4 26-64d, buyers.

LONDON, Aug. 31—Beet sugar—August, 14s 6d.

HAVANA, Aug. 31.—Exchange quiet; on the United States, short sight, gold, 9¾@10 premium; on London, 19¾@20 premium.

SARATOGA IN THE STORM.

A Gale Which Played Havoc with the Village's Shade Trees.

SARATOGA, Aug. 31.—Yesterday's wind was a gale here most of the day, and many of the village's fine trees were blown down. Along North Broadway carts were busy till late in the afternoon removing the branches and boughs that strewd the walks and highway. Over at the lake the gale had things its own way. The little sheet of water developed unexpected fury and waves five feet high broke against the rocky wall of Snake Hill. The dock at Thomas's was beaten away and two yachts at anchor were driven ashore. The wind died away toward sunset and the evening was clear, with a temperature of 60°.

This sudden fall sent the music of the various hotels indoors, and made the german at Congress Hall doubly enjoyable. This cotillion was a very gay one and attracted a large number of spectators. Beautiful favors were distributed. Some of the New-Yorkers who danced were the Misses Breslin, Miss Murray, Hugo Murray, and Scott Cameron.

The carbonic acid gas well continues its remarkable flow with increasing pressure. An analysis made by Prof. Perkins of Union College shows the gas to be 99.9 pure. Scientists and others are greatly interested in this remarkable phenomenon.

It is reported at Mount McGregor that Mrs. U. S. Grant and her daughter, Mrs. Saratoris, are expected there before the close of the season.

The last ministers' meeting of the season was held on Monday at Temple Grove, when a brilliant paper was read by Dr. Herrick Johnson of Chicago. These Monday meetings are a feature of the Summers here and attract much attention. Among the clergymen who took part in the discussion following the paper were the Rev. Dr. A. C. Sewall of Schenectady, Bishop C. F. Foss and the Rev. Dr. Meutchmore of Philadelphia, the Rev. Dr. Roche of New-York, Prof. Knox Mitchell of Hartford, the Rev. Dr. Marvin of Manchester, and Dr. E. T. Hiscox of Mount Vernon.

Mrs. Caldwell of New-York and Montreal is at the United States Hotel. Judge Erskine of Georgia is at the Grand Union. Late arrivals are:

United States.—Dr. H. S. Nash, William P. Dixon and wife, J. S. Martin and family, Miss Andrews, H. J. Gibson, William H. Hurlbut, R. B. Martine, Jr., H. M. Durant and wife, S. B. Livingston, W. H. Battell and wife, William R. Wilder, William H. Corbit, George G. Wheelock and wife, Mrs. Dr. Caldwell, Wallace P. Willett, the Rev. M. A. Taylor, Miss Mary Taylor, A. A. La Fetra and family, J. H. Carpenter, James Adams, J. B. Hoyt, Mr. and Mrs. George F. Baker, H. M. Clark, and J. F. Barclay of New-York; H. J. Rockwell, Albany; Mr. and Mrs. H. W. Sill, Philadelphia; Mrs. J. A. Fuller, Brooklyn; J. H. Sloan, Charlotte, S. C.; Mr. and Mrs. W. N. Crain, Chicago; Mr. and Mrs. George Early, Washington; Mr. and Mrs. Robert I. Sturgis, Boston; Mr. and Mrs. C. B. Hackley, Tarrytown.

Grand Union.—Dr. R. C. W. Page, O. S. Corkey and wife, John C. Giles, John B. Lear, Louis P. Bach, Miss Bach, H. H. Hagan, E. Swain and wife, Thomas Patten, F. C. Saportas, New-York City; J. W. Fleming, Mrs. W. R. O'Connor, Miss O'Connor, Mrs. Charles O'Connor, Troy, N. Y.; Mr. and Mrs. Paul, Miss Paul, Miss Florence Paul, Herbert Paul, Philadelphia; John Roe and wife, Miss Marion Halbut, Miss Agnes Halbut, Ralph E. Sumner and wife, Brooklyn; Tunis Floridia, Italy; Adams A. Goodrich, Chicago; F. G. de Bignon, Savannah, Ga.; John I. Griffin and wife and family, Miss Fannie A. Abell, Baltimore; John McAuslan, Providence, R. I.; James T. Inglis, H. Y. Larbert, W. V. Jones, H. J. Lampson, London; William Dean, England; H. Hibbe, H. Schnutler, Amsterdam; Edward Skidmore and wife, New-York City; Wilson Baird, Mauchling, Scotland; J. T. MacDonald, Plainfield, N. J.; William E. Taylor, F. M. Taylor, Hackensack, N. J.

Congress Hall.—C. Goodfellow, John Goodfellow, W. L. Van de Wille, W. W. Perrine, Mrs. L. E. Blair, Mrs. A. Boocock, J. W. Rice, New-York City; Miss Mary L. Hendrickson, Miss Mary Taylor, Miss Mary Furey, New-Jersey; Elmer Henderson, C. M. Henderson, Denver; M. A. McDougall, E. M. McDougall, R. G. Elliott, Jr., Rochester; Leslie H. Gray, Brooklyn; Joseph R. Wilson, Columbia, S. C.; E. M. Coney, Colerain; Mrs. S. Engel, Miss M. Engel, Mrs. F. A. Weil, Savannah, Ga.; D. R. Comstock, E. D. Comstock, Baltimore; J. Lieher and wife, Mexico; A. Hamilton and wife, Miss Wood, Albany; John T. Goodman, Jersey City; C. B. Elsworth, Irvington, N. Y.; Mrs. Agnes Delvan, Chicago.

Windsor.—Benson B. Sloan, Miss Bayburn, Gilbert J. Coddington, George S. Richardson, S. W. Sherman, H. W. Everett and wife, Herbert Anstey, H. A. Murray, New-York City; Mrs. S. B. Musgrove, Mrs. H. Pardee, New-Britain, Conn.; Mrs. Harold Chudworth, Kingston; C. J. Mills, Omaha; Mrs. Pitkin, Albany.

ROBBED AND DESERTED HIS WIFE.

Hall Also Took All the Money, Jewelry, and Baggage of His Sister-in-Law.

Central Office detectives are looking for George Hall, who robbed his English bride and her sister of their money, jewelry, and baggage, and ran away. He is about forty years old, short, stout, with dark eyes and complexion, thin, black hair, and a somewhat flattened and large nose. The party arrived Saturday on the steamer New-York, and Hall took his wife and sister-in-law to 316 East Forty-second Street, where he abandoned them.

"I should like to get hold of the fellow," W. C. Boyle, landlord of the house, said. "I have never seen a more heartless case of desertion. I took Mrs. Hall and her sister to the Sisters of the Holy Communion, 148 West Fourteenth Street." There the two women were found. Mrs. Hall is of middle age. Her sister, Mrs. Bland, is a widow.

"I became acquainted with Hall about five months ago," Mrs. Hall said. "I was a nurse in an English nobleman's family and had some money in bank. When I became acquainted with Mr. Hall he was dressed in the latest style and wore a large diamond and jewelry. He said he had been Lord Somerset's valet and had gone to America when he was seventeen or eighteen years old, had a saloon in Forty-second or Forty-sixth Street, New-York, and was in comfortable circumstances.

"He proposed marriage, and said he would wind up his affairs and we would lead a quiet, happy life. I accepted him and we got married. Then we prepared to come across to New York. My sister agreed to come along, and drew her money, £154, and I drew mine, £100, in bank bills. On board he told us the money would not be safe with us, and we let him have it. He carried his own money, about £700, he said. He also took our jewelry to take care of.

"On arriving in New-York, the mail was brought and Hall got a letter written in a female hand, and told us it was from his sister in Boston. In Forty-second Street he tore it up, but the detectives found some of the pieces, and learned it was from a woman in Boston.

"Hall said he would go down to the dock Monday and have the luggage sent to the house. He went out, but did not return. We became alarmed, and spoke to Mr. Boyle, our landlord, and he sent us to Mrs. Butler on Ellis Island. Mrs. Butler called in a detective, who went to the steamship dock where he found Hall had called Monday, and taken the luggage away, no one knew where.

"We really don't know what we will do. We are pennyless, for when my husband left us I had only $1. The sisters are very kind, and will let us stay here for a while, and in the meantime we shall try and find work. My sister is a good dressmaker, and they say it is a good business in New-York. I called on a wealthy lady who came by the same steamer, and who lives in this city, and she promised to do what she could for us."

Gov. Altgeld's Idea of the Anarchists.

SPRINGFIELD, Ill., Aug. 31.—Gov. Altgeld, in the course of an interview last night on the reports of the recent activity among Anarchists in Chicago, said:

"All talk of that kind is a malicious libel upon the great City of Chicago and the fair name of our State. It is and always has been absolutely without foundation and has been indulged in, in part, for sensational purposes, and in part because certain individuals found that they could not only make political capital out of it, but could derive personal benefit and advantage by it.

"I have examined the whole subject carefully and I am convinced that there are not now and there never have been fifty Anarchists in the whole State of Illinois. I don't believe there are fifty in all America."

ENGLISH EYES ON FRANC

QUESTIONS BY LAWMAKERS ABOUT SIAM AND THE HEBRIDES.

Apparent Fear that Frenchmen May Take More Than Belongs to Them and so Cause British Interests to Suffer—M. de Vilers Reported to Have Yielded Somewhat of His Demands Upon the Siamese—Amendments to Home Rule Bill Rejected.

LONDON, Aug. 31.—In the House of Commons to-day Sir Richard Temple, Conservative for the Kingston Division of Surrey, asked the Government whether or not France was keeping her pledge to respect the independence of Siam.

Sir Edward Grey, Under Secretary of the Foreign Office, replied that France had not withdrawn her assurances as to Siam's independence and that Lord Dufferin had gone back to Paris this week to resume negotiations on the lines accepted sometime ago by France.

"Then the Government adheres to the policy of maintaining the independence of Siam?" asked George Curzon, Conservative for the Southport Division of Lancashire.

"The Government has held to a neutral zone between British and French territories in Asia as an international necessity," said Sir Edward. "We have had no reason to doubt the sincerity of France's assurances that Siam's independence will be maintained."

The London Chamber of Commerce, in urging the adoption of immediate measures to protect British interests in Siam, points out that infringement of Siam's independence would permanently injure Great Britain throughout the East.

The *Times's* correspondent in Bangkok says that M. de Vilers, France's special envoy to Siam, tried in the harshest manner at his last meeting with Prince Devawongse, Minister of Foreign Affairs, to force upon Siam an agreement quite different from the ultimatum. Prince Devawongse declined to sign it.

Since the meeting, the correspondent says, it is understood that M. de Vilers has retreated from his aggressive attitude, and that the negotiations are proceeding smoothly on the basis of France's original demands.

Another question asked in the House of Commons to-day was whether the Government had information that France intended to annex New-Hebrides, a group of islands in the Pacific between the Santa Cruz and Loyalty Islands.

Sir Edward Grey, Under Secretary of the Foreign Office, said that France could not annex the New-Hebrides without violating her convention with Great Britain concerning them, and that the Foreign Office had heard nothing to justify the report of any such intention on the part of the French Government.

Lord Salisbury appeared in the House of Lords to-day for the first time since his recent illness. He has fully recovered, as was shown by his unusual energy in debate. He spoke at length against the betterment clauses which the House of Commons had inserted in the London Improvements bill. The amendments containing the clauses were then rejected by a vote of 50 to 27.

This action will strain still further the relations between the Lords and the Commons, already rendered tense by the prospective disagreement of the houses on the Home Rule bill.

Mr. Gladstone announced that after the voting of the estimates the House would be adjourned until Nov. 2. Mr. Gladstone has decided to take a fortnight's holiday, beginning on Monday next.

The Great Coal Strike Petering Out.

LONDON, Aug. 31.—More than 60,000 miners resumed work in South Wales to-day. Their return to the mines means practically the collapse of the strike in South Wales and Monmouthshire. During their absence from work all but 20 of the 204 collieries in these two districts have been shut down. Some 40,000 men still hold out in South Wales and Monmouthshire, but their yielding to the terms of the owners is regarded as a matter of only a few days. It is understood that in no case have the men who went back to work to-day obtained the 20 per cent. increase in wages for which they struck.

News of the Sarnia.

QUEENSTOWN, Aug. 31.—Capt. Smith of the steamship Britannic, which arrived here from New-York to-day and proceeded for Liverpool, reports that at 8 o'clock this morning he passed the steamship Montevidean about two and a half hours west of Brow Head, having in tow the overdue steamship Sarnia. The Montevidean is bound for London. The Sarnia sailed from Montreal on July 29.

Condensed Cablegrams.

—In view of the recent inclusion of Bokhara in the Russian Customs Union, the Government has decided to send Gen. Bajeff, with a strong military force, to the City of Bokhara, capital of the country, and a main station on the line of the Trans-Siberian Railway.

—The British steamer Tynehead, Capt. Carr, which sailed from Pensacola for Trieste on Aug. 10, has come into port at St. Michael, Azores, with her bunker coals on fire.

—The English Government has completed an arrangement with the Irish steamship and railway companies to continue sending the American mails via Queenstown.

ONE JUDGE OVERRULES TWO.

A Queer Scene in the World's Fair Sunday-Opening Case.

CHICAGO, Aug. 31.—A strange scene was enacted in court to-day when Judges Goggin, Dunne, and Brentano attempted to decide whether the injunction restraining the World's Fair Directors from closing the exposition gates on Sunday should stand. It was understood that the court was divided as to the course to be pursued, Judges Dunne and Brentano holding that the injunction should be dissolved, while Judge Goggin held the contrary.

Judge Goggin is the one before whom the motion to dissolve was made. Judges Brentano and Dunne were invited by him to sit *en banc*, the three to hear the case jointly, in view of the importance of the issues.

Before his colleagues could announce their views when court opened to-day Judge Goggin made an unprecedented move. He notified the Clerk to enter an order to continue the case for sixty days. Judge Dunne, to whom the reading of the majority opinion had been intrusted, read the opinion and Judge Goggin renewed his attempt to grant a continuance. Ex-Judge Moran, representing the exposition company, addressed the court, referring to the attempted continuance as "judicial anarchy."

Judges Brentano and Dunne induced Judge Goggin to leave the bench and a private conference was held by the three. After the conference Judges Brentano and Dunne returned to the bench and announced that Judge Goggin no longer desired them to sit with him. They thereupon retired, leaving Judge Goggin to himself. Judge Goggin then entered an order overruling the motion to dissolve and refused ex-Judge Moran's request to set a date for hearing a motion to vacate that order.

Judge Goggin said that the lawyers were trying to force on the court old English law to the effect that the acts of the Legislature were powerless to turn over to a corporation land which had been purchased by the people for specific park purposes. He added that there were twenty-four railroads running into Jackson Park, and that the park was ruined.

"I have respect for the Chief Justice of the United States," he added, "and a good deal of respect for Judge Stein, who granted the injunction. To set aside an order granting an injunction in this case would cause the people of this State to lose confidence in its judiciary."

The scene in court was exciting. Attorneys stood upon chairs and crowded about the bar eager to catch every word. Amid all of the confusion, with bailiffs loudly pounding the bench in a vain effort to restore order, Judge Goggin insisted that his minute clerk should enter the order in conformity with his verbal opinion, and this was done.

The order denies the motion to dissolve the injunction. No record was made to correspond with the decision of Judges Dunne and Brentano, and as a result, the only order now standing in the case permits the gates of the exposition to remain open on Sundays.

If Judge Goggin's remarkable sixty-day continuance holds good, the World's Fair will be at an end before it can be finally settled by law whether the exposition should be open on Sunday.

NAVAL STORES MARKETS.

Spirits of turpentine firm, but quiet, at 27½@28c; resins firmer, but slow, at 95c@$1 for common to good strained.

WILMINGTON, Aug. 31.—Resin steady; strained, 75c; good strained, 80c. Spirits of turpentine firm at 24c bid. Tar firm at 90c. Crude turpentine steady; hard, $1; soft, $1.40; virgin, $1.40.

SAVANNAH, Aug. 31.—Spirits turpentine, 24c. Very little business on account effects of storm. Resin—Nothing doing, but prices firm if new stock could be offered.

PITTSBURG OIL MARKET.

PITTSBURG, Aug. 31.—Petroleum dull. National Transit certificates opened at 57½; closed at 58; highest, 58; lowest, 57½.

MAY YET HAVE UNDERGROUND

COMMISSIONERS DISCUSS PLANS FOR RAPID TRANSIT.

Mr. Starin Had a Letter Showing with What Satisfactory Results Tunneling Had Been Done Under Baltimore—If the City Was Willing to Help, Mr. Porter Said, Less Difficulty Would Be Presented Than Ever Before—Mr. Bushe Didn't Want His Plans Delayed.

It was expected that the Rapid-Transit Commissioners would be prepared yesterday to discuss plans for an independent system of overhead transit. That was their intention at last week's adjournment. They counted then without reference to Engineer John Bogart's vacation, which happened to come due between meetings. With no plans before them to discuss, they reverted to their original preference, the underground system.

All of the Commissioners attended yesterday's meeting, which was held at the William Street office. Mr. Steinway had an invalid's chair taken down town for him. As his attendant wheeled him in it into the meeting room, he waved his arm at the assembled spectators, whom he saluted with a cheery: "This is rapid transit."

Mr. Bushe reported that on account of Engineer Bogart's vacation, the east side route he had hoped to have to supplement his west side route, offered last week, was not ready.

"If I had been here last week," said Mr. Inman, "I would have suggested that we return to the underground system, about as we laid it out a year ago. It is the most complete and the most practicable. Now that the city authorities have expressed a willingness to help us, I am very hopeful that in three or four weeks we can negotiate with people able to carry through such an enterprise. Meanwhile, I shall not object to the consideration of an independent elevated system, provided we do not commit ourselves upon it."

"The underground system is certainly the best," Mr. Starin said, "and as to its practicability, I have received a letter from the man who built the tunnel in Baltimore for the Baltimore and Ohio Road. I wish the Secretary would read it."

The letter had been addressed to Mr. Starin by John B. McDonald. It was as follows:

"The efforts of yourself and associates to bring about some satisfactory system of rapid transit in New-York excite the interest of all those engaged in construction work or who have the interest of the great metropolitan city at heart. The matter is one of vast importance, and your commission has undertaken no easy task in its endeavor to determine upon a plan that will meet the requirements of rapid transit, viz., safety, speed, and comfort.

"The firm of Ryan & McDonald has recently completed for the Baltimore and Ohio Railroad Company a double-track standard-gauge railway about one mile and a half in length under one of the principal streets in Baltimore. The entire length of the street is built up with business blocks and residences, and on its surface runs a city passenger cable railway. This work has been carried to completion through the most difficult materials—wet clay, quicksands, and rock bottom—without serious accident or delay on account of construction to the buildings or business on the street and without interruption to the surface railway or general traffic.

"This late experience, in connection with my previous familiarity with such work, thoroughly convinces me that underground rapid transit, as suggested by plans already approved by your commission, is entirely feasible and possible of ready and safe construction. The examinations made in New-York have been thorough and exhaustive, and, under proper direction, the work could be carried on without any damage whatever to the buildings adjacent to the line and without interruption to the traffic of the streets under which the road might pass.

"With ample financial aid and the support of the city authorities, such an underground road, constructed with four tracks and the use of a motive power without gas or smoke, could be built within two years, and would insure to the public rapid transit—consuming about fifteen minutes between Wall Street and Harlem—and would leave the streets free from any unsightly obstruction to deface and injure private property."

"Only three months ago," Mr. Inman said when the letter had been read, "responsible persons offered to construct an adequate underground system if the city would help. I believe they will renew that offer."

"If they will," said Commissioner Porter, "the solution will present less difficulty than ever before."

"We seem to be all of one mind—that the underground route is the best," observed Mr. Steinway.

"I think the situation does not justify such delay," said Mr. Bushe. "We can prepare east side plans and agree upon a complete overhead system. There will be room for both elevated and underground. We ought not to wait."

"It would be impossible to sell your route now," Mr. Inman rejoined, "even if it were ready. There are times when men must wait. This is one of them. Your west side route proposes to cross not only over the tracks of the present elevated roads, but also over the stations. Such a route could not be sold for months. We will lose no time if we go ahead with the underground plan."

"My intention had been," Mr. Starin said, "to lay out an independent elevated road with electricity as the motor. I am now prepared to offer plans for a complete elevated system. Any elevated system, however, can be only a makeshift. A permanent adequate system must be built under ground."

"We don't seem to differ much," Mr. Steinway remarked again.

Adjournment was taken until next Wednesday, in the hope that meanwhile something tangible might develop in the line of yesterday's discussion.

The tunnel under Baltimore is 7 miles long. Its construction began in 1888 and was finished last year. The construction company issued a perpetual lease to the Baltimore and Ohio Company, the railroad taking the majority of $6,000,000 of capital stock and guaranteeing 5 per cent. interest upon $6,000,000 bonds for 100 years. The contractors for the work found quicksand over a good part of the route, making the work quite as difficult in many places as it would be at Canal Street in this city. Mr. McDonald's firm surmounted these difficulties. He said yesterday that boring through trap rock would be easy work in comparison with that at Baltimore, and that any quicksand here might be handled as well as at Baltimore.

The cost of the actual tunnel work in Baltimore did not exceed $2,000,000 a mile. No estimates for tunnel work in this city have been under $3,000,000, and some have been as high as $5,000,000 a mile.

Preparing to Execute Geoghan.

SING SING, N. Y., Aug. 31.—Warden Durston of Sing Sing Prison is having the electrical machinery and dynamo in the death chamber examined preparatory to the execution of Edward Geoghan, the wife murderer, who is to be executed next week. Heretofore condemned men have been executed on Monday, but as Monday is Labor Day and a legal holiday, Geoghan will be executed on Tuesday. The invitations to witnesses will be issued Saturday.

Geoghan is resigned to his fate. He is daily attended by his spiritual adviser, the Rev. Father Creedon of this village. During the condemned man's confinement in the death cell he has not received a visit from either friends or relatives.

Charged with Attempting Blackmail.

MOUNT VERNON, N. Y., Aug. 31.—John S. Gray, claiming to be a newspaper man from New-York, was held to-day for examination by Judge Appell charged with attempting blackmail. Gray was formerly connected with a Mount Vernon newspaper. He claims to be a poet and literary writer.

The complaint upon which he was arrested was preferred by John A. Fletcher of the Fletcher Watch Case Company in New-York. It is said that Gray wrote a letter to Mr. Fletcher threatening that unless the firm did certain things he would publish an account of the way the firm did business, and that he called them swindlers. Gray pleaded not guilty.

Probably Fatally Kicked by a Horse.

MOUNT VERNON, N. Y., Aug. 31.—Frederick Brooks, Jr., sixteen years old, of this city, son of Frederick Brooks, employed in the New-York Custom House, met with an accident yesterday which will probably prove fatal. He was riding a spirited horse and was thrown from its back and the animal kicked him in the head, causing concussion of the brain.

Fourth-Class Postmasters.

WASHINGTON, Aug. 31.—Among the fourth-class Postmasters appointed to-day were the following:

New-York.—La Forge Caskey, Cahoonzie, Orange County; Frank Ferrest, Cold Brook, Herkimer County; F. M. Hyatt, Pulteney, Steuben County.

New-Jersey.—W. H. Hawk, Linwood; S. W. Corson, Palermo; J. M. Fox, Port Elizabeth; Miss Annie Bicker, Wanaque.

Ex-President Harrison Leaves Cape May.

CAPE MAY, N. J., Aug. 31.—Ex-President Harrison, accompanied by Mrs. Dimmick and Mrs. Parker, left Cape May Point this morning for Indianapolis. The departure was hastened by the National Encampment of the Grand Army of the Republic, at which Gen. Harrison is expected to make an address.

COMMERCIAL AFFAIRS.

NEW-YORK, Thursday, Aug. 31, 1893.

COFFEE—The spot market is steady and more active at 16½@16¾c for No. 7....Sales, 2,000 bags old crop Santos at about 17¾c for No. 6; 450 bags Santos, Nos. 4 and 5, at 18½c; 1,300 bags Rio, Nos. 6 and 7, to be shipped, at 17¼c for No. 6; 1,100 bags Maracaibo and 400 bags Central American on private terms....In the option line, sales and exchanges of 32,000 bags of Rio were made here, with the market closing steady at 10@20 points decline on free issue of September notices. Havre was irregular at ¼f advance to ¾f decline. Hamburg was steady at ½ pfennig advance. September deliveries stood at the close at 15.15@15.20c, (selling at 15.05@15.20c for 10,000 bags,) October at 15.40@15.45c, (selling at 15.30@15.45c for 6,750 bags,) November at 15.35@15.45c, (selling at 15.35@15.45c for 2,200 bags,) December at 15.30@15.35c, (selling at 15.25@15.30c for 6,500 bags,) January at 15.25@15.35c, (selling at 15.20@15.35 for 2,500 bags,) February at 15.15@15.25c, March at 15.05@15.15c, (selling at 14.95@15.15c for 3,000 bags,) and May at 14.90@15c, (selling at 14.80@14.95c for 1,000 bags....Stock of Rio and Santos at New-York to-day, 173,785 bags, and at the other distributing ports, 52,006 bags. ....Warehouse deliveries here yesterday, 7,087 bags.

COTTON—Futures were active and irregular and closed barely steady at 1@7 points advance, with Liverpool higher and New-Orleans buying here....Aggregate business in future deliveries here to-day, 172,200 bales....September deliveries stood here at the close at 7.32@7.34c, (selling at 7.20@7.34c for 3,700 bales,) October at 7.56@7.57c, (selling at 7.46@7.63c for 24,500 bales,) November at 7.69@7.70c, (selling at 7.57@7.76c for 25,200 bales,) December at 7.79@7.80c, (selling at 7.69@7.86c for 35,500 bales,) January at 7.89c, (selling at 7.79@7.96c for 76,400 bales,) February at 7.97@7.98c, (selling at 7.90@8.01c for 4,100 bales,) March at 8.06@8.07c, (selling at 7.96@8.07c for 2,400 bales,) April at 8.15@8.16c, and May at 8.24@8.25c, (selling at 8.22@8.34c for 400 bales.)....And for prompt delivery 181 bales sold to spinners and 250 bales to shippers at steady prices; middling, 7⅝@7¾c; 6,600 bales delivered on contract....Port receipts to-day, about 4,000 bales, against 1,593 bales same day last year, and thus far this week, 14,000 bales, against 10,975 bales last week.

FLOUR AND MEAL—Receivers were asking an advance to-day, which checked the demand....Sales were about 11,200 pkgs, including 600 bbls Winter wheat straights at $3.10, 900 bbls Winter wheat patents at $3.70, Winter wheat clears at $3, Spring wheat clears at $3, 600 bbls Spring wheat straights at $3.45, 6,500 bbls Spring wheat patents at $3.85@$4.10, and fancy up to $4.30; City Mills at $3.80@$3.85 for the West Indies, City Mills patents at $4.25@$4.50, 900 bbls No. 1 at $2.40@$2.60, No. 2 at $2.35@$2.40, fine at $1.95, rye mixtures at $2.70, 300 bbls supers at $2.15, 1,400 bbls Spring bakers' at $2.55@$2.60.... Arrivals since our last, 9,681 bbls and 31,550 sacks, and export clearances hence, 2,175 bbls and 40,041 sacks, and from four Atlantic ports, 77,279 bbls and sacks....And of RYE FLOUR, 200 bbls sold, in lots, at steady prices, bulk poor to choice superfine, at $3@$3.25, and fancy at $3.30....And of CORNMEAL, 400 bbls Brandywine sold at $2.75; city coarse yellow, in bags, quoted at 88c; fine yellow, $1.05.....HOMINY CHOPS quoted at 85c....FEED at steady prices; quoted, 40 to 60 lb, at 80c. ....COTTONSEED MEAL quoted at $1.25@$1.30 ℘ 100 lb....RYE dull; nominal; Western and State quoted at 54@55c, from track and for boatloads.... BARLEY MALT neglected; Canada, country-made, 85c@$1; two-rowed State, 70@75c; six-rowed do, 80@85c; Western, 65@80c.

WHEAT—Spot was advanced 1@1¼c, checking the demand, which was fair early in the day. Sales, 192,000 bushels, of which 190,000 bushels for export, including 112,000 bushels No. 1 Northern at 68¾@69¾c, delivered; 10,000 bushels No. 3 Chicago Spring at 3¾c under September, delivered, or 64¾c; 20,000 bushels No. 2 hard Winter at 7c under December, delivered, and 48,000 bushels ungraded red on private terms. The trade bought 2,000 bushels ungraded red at 65c, delivered....Quotations for spot wheat at the close, free on board: No. 2 red, cash, at 69c, store; do, late September, at 71⅛c, afloat; No. 1 hard scarce; No. 1 Northern, afloat, at 69⅝c; No. 2 hard, afloat, at 70⅝c....The clearances hence since our last were 273,340 bushels, and from the Atlantic ports 459,750 bushels....The receipts here to-day were 186,525 bushels, and in the interior 465,584 bushels, while at all Atlantic ports they reached 210,630 bushels....Options opened weak at ¼c decline, on selling by foreign houses and weak cables, rallying 1@1⅛c, with the West, a better money market, light deliveries expected to-morrow and shorts covering, and closing firm at 1@1⅛c over yesterday. The trading was active, and largely in switching from September to the later months....Future sales were 3,820,000 bushels, including 1,525,000 bushels September at 67⅞@69½c, closing at 69½c; 735,000 bushels October at 70½@71⅝c, closing at 71⅝c; 1,520,000 bushels December at 74½@75¾c, closing at 75¾c; 30,000 bushels May at 81@81¼c, closing at 82¼c.

CORN—Spot was very dull and ½@¾c higher. Sales, 30,000 bushels, including 14,000 bushels No. 2 mixed at 44¾@45½c, elevator, and 16,000 bushels do at 45½@46c, delivered....The receipts for the day were 8,400 bushels, and at the Atlantic ports 21,331 bushels, with, in the interior, 513,789 bushels....The clearances hence were 8,792 bushels, and from the Atlantic ports 13,895 bushels....Options were more active and closed firm at ½@⅝c advance, in sympathy with wheat and the West....The sales of options were 730,000 bushels, including 305,000 bushels September at 44⅝@45¼c, closing at 45¼c; 285,000 bushels October at 45⅝@46c, closing at 46c; 30,000 bushels November at 46⅝@47c, closing at 47c; 110,000 bushels December at 46½@47c, closing at 47c.

OATS—Spot were steady and fairly active, partly on export account....Sales, 174,000 bushels, including No. 2 white, in elevator, at 33c for 40,000 bushels; No. 3 white at 32½c; No. 2 white clipped at 34c; No. 3 do at 33c; No. 2 mixed at 29⅞@30c for 102,000 bushels; No. 3 do at 29¼c; rejected white at 31c; rejected mixed at 28½c; No. 2 Chicago at 31c; track mixed at 30@32c for 5,000 bushels, and track white at 33@39c for 36,000 bushels....Options were fairly active and ⅛@¼c higher, with shorts covering freely....Sales of options, 610,000 bushels, including 270,000 bushels September at 29⅞@30⅛c, closing at 30⅛c; 190,000 bushels October at 30½@30¾c, closing at 30¾c; 70,000 bushels November at 31@31¼c, closing at 31¼c; 60,000 bushels December at 32¼@32½c; 20,000 bushels May at 35⅝@35¾c....The receipts here to-day were 152,250 bushels; exports, 60,079 bushels.

HOPS—The reported damage to the crop has had but little effect on the trading, which continues dull, with prices steady....Choice State quoted at 22c and the best Pacific coast at 21@22c.

METALS—Tin firm; spot quoted at 19.30c bid. Sales, 15 tons, spot, at 19.30c....Copper firm at 9.60c....Lead firm at 3.70c....Spelter nominal.

OILS—Business in the market for cottonseed oil was again at a standstill, and prices were lowered to 32@33c for prime crude and 38@39c for prime yellow. New crop prime yellow, for October delivery, was offered at 37c. Lard oil was unchanged and steady at 65c. Linseed oil has further declined to 40c for American. Other oils unchanged.

PROVISIONS—The course of the market for hog products at the West was a repetition of yesterday, opening lower under slightly larger receipts of hogs than generally expected, but subsequently there was a rally, and the close was firm. Pork was unchanged to 15 points higher, lard was unchanged to 2½ points better, and short ribs were unchanged to 12½ points higher....PORK quiet; firm; sales, 100 bbls; quoted at $16@$17 for mess, $17@$19 for short clear, and $18@$19 for family mess. At Chicago, September closed at $14.60, October at $14.30, and January at $12.90; short ribs for September delivery opened 15 points lower under larger receipts of swine than previously estimated, but later there was an advance, and the close was steady at $8.65. October closed at $7.87½ and January at $6.60. ....DRESSED HOGS were in fair demand, and with a light supply prices were advanced; quoted at 8¼c for 160 lb average, nominal for 200 lb, 7⅞@8c for 180 lb, 8½c for 140 lb, 8⅜c for 120 lb, and 8⅛c for pigs. Interior deliveries of hogs were 51,000 head....CUTMEATS were without change and steady; closing at 12c for pickled bellies, 12 lb average; 10@11c for pickled hams, and 6½c for pickled shoulders. Of Western meats at Western prices sales were made at slightly weaker prices for hams and included 175 tcs sweet-pickled hams, 16 lb, at 9½c; 150 tcs skinned do at 9½c; 150 tcs California-cut do at 7¼c, and 50 tcs New-York cut sweet-pickled shoulders at 7c....BEEF was dull, but steady; extra India mess, in tierces, at $14.50@$17....BEEF HAMS were without change and dull, with, at the West, $16.50 quoted, while here $17.50 was quoted.... LARD—For Western steam lard the market was quiet, but prices advanced about 5 points, in sympathy with the late rally at the West; cash was firmer, closing nominally at $8.45; sales, 250 tcs at $8.35. Options—Sales, 250 tcs October at $8.10, closing at $8.25. August closed at $8.45 and September at $8.45. City steam was steady at $7.50@$7.75; sales, 119 tcs; refined was unchanged at $9.20 for the Continent and $9.45 for South America; compound was steady at $7.62½@$7.75. At Chicago, September closed at $7.92½ and October at $7.90.... TALLOW—Sales were made late yesterday of 50 hhds prime city at 4 13-16c, and to-day further sales of 25 hhds do were reported at 4 15-16c, closing quiet at 4 13-16c.... STEARINE—Lard stearine was dull and unchanged at 11c. Oleo stearine is in light supply and firm, with the price nominally 10½c....BUTTER—The market is very steady on fancy creamery, with only a moderate demand. State dairy is arriving very slowly and selling at top prices, while the day's receipts are very light. Western extra creamery, 25½@26c; do, poor to prime, 17@23½c; State creamery at 25½@26c for extra tubs and 25@25½c for pails; State dairy, half tubs, best, new, 23½@24c; do, poor to prime, 19@22½c; imitation creamery, 15½@19c; Western dairy, 15½@18c; Western factory, 15@18c.

CHEESE—Export orders are more plenty, and as the supply of shipping grades is moderate a stronger range of prices is obtained....Full-cream State is within the range of 8¼@9½c for large white, 9⅛@9¾c for colored, and 8½@9½c for small size; part skims at 2@6c, full skims at 1@1½c.

EGGS—The light receipts and a fair speculative demand make a fairly firm market without change in prices....State and Pennsylvania, 17@17½c; Western, best, 15@16c; Western seconds, ℘ case, $2.25@$3.

RICE—There is a firmer feeling owing to the reports of damage to the crop, with a fair demand.... Domestic, poor to choice, 2¼@5¼c; Patna, 4½@4⅝c; Japan, 4¼c.

SUGAR—Raw is entirely nominal and unchanged....Quotations: Muscovado, 89° test, at 3c; molasses sugar, 89° test, at 2¾c; centrifugal, 98° test, at 3½c....Refined are fairly active and firm.... Cutloaf and crushed, 5⅝@5 13-16c; powdered, 5 7-16@5⅝c; granulated, 5 3-16@5⅜c; standard A, 5 3-16@5⅜c; off A, 4 13-16@5⅛c; yellow, 3⅞@4 15-16c.

FREIGHTS—The berth market is still very dull and weak, the only engagement reported to-day being 32,000 bushels grain hence to Glasgow at 2½d. Nominal grain rates to other ports are: 2¾d to Liverpool, 3d asked to London, 3½d to Hull, 3d to Bristol, 4d to Leith and Newcastle, 3½d to Antwerp, 6½d to Rotterdam, 60 pfennigs to Hamburg, and full cargoes 2s 9d to Cork for orders. Petroleum freights were neglected and all other freights dull and nominally steady. Charters: A British steamer, with 12,000 quarters grain, from Baltimore to Cork for orders at 2s 9d; two Norwegian steamers, with Kentucky tobacco, hence to Bordeaux at 26s 3d; a British bark, 865 tons, with general cargo, hence to Adelaide, basis about 15s; a British bark, (spot,) with 45,000 cases petroleum, hence to Java, chartered in London; a British bark from Savannah to a direct port, Continent, resin at 3s; a schooner, with lumber from Charleston to Kingston, Jamaica, at $6; a schooner, with general cargo, hence to Port au Prince and back, with logwood, from a second port on private terms; a schooner, with lumber, from Union Island or Doboy to Noank at $4.75; a schooner, with fertilizer, from Cartaret to Newburn, N. C., at $1; a schooner, with chalk, hence to Philadelphia at 85c; a number of schooners, with coal, from local points to ports beyond Cape Cod at 80c to Augusta, 50c to Portsmouth, 45c to Chelsea and Portland, and 40c to Boston.

COTTON MARKETS.

SAVANNAH, Aug. 31.—Cotton steady; middling, 6 15-16c; low middling, 6 9-16c; good ordinary, 6 3-16c; net and gross receipts, 1,468 bales, all new crop; exports, to the Continent, 1,500 bales; coastwise, 163 bales; sales, 135 bales, all spinners; stock, 10,932 bales. Deduct from net receipts since Sept. 1, 1,563 bales, making total for year, 791,211 bales.

NEW-ORLEANS, Aug. 31.—Cotton firm; good middling, 7¼c; middling, 7 3-16c; low middling, 6 15-16c; good ordinary, 6⅝c; net receipts, 1,359 bales, including 984 bales new crop; gross, 1,894 bales; sales, 1,080 bales; spinners, 890 bales; stock, 33,432 bales; total net receipts for year, 1,602,079 bales.

GALVESTON, Aug. 31.—Cotton quiet; middling, 7¼c; low middling, 6 15-16c; good ordinary, 6⅝c; net and gross receipts, 448 bales; exports, to Great Britain, 2,225 bales; coastwise, 1,075 bales; sales, 264 bales; stock, 16,717 bales; total net receipts for the year, 1,047,910 bales.

CHICAGO PRODUCE MARKET.

There Was a Steady Feeling All Along the Line and Wheat Advanced.

CHICAGO, Aug. 31.—Wheat bulged 2c a bushel in just one hour to-day. The market closed firm at the top prices. Ordinarily on the eve of delivery day, with 16,000,000 bushels of wheat in store, some belated longs might be expected to be pressing September wheat for sale to avoid having it delivered to them on the following morning. The reverse happened to be the case. Elevator men overstaid their chance of securing the carrying of the wheat in their houses, waiting for heavier carrier charges, and their competition to get it to-day first at 6c spread, and failing in that, at 5⅝c, brought about the liveliest rally which has been seen on 'Change since last May.

There was an actual famine of September and December wheat, and the starving shorts fought for it like tigers until the bell announced that the day's business was at an end. Until noon the market was decidedly dull. The opening was ⅛c higher. Fluctuations up to midday were confined to a range of ¼@⅜c. When the export clearances from New-York and Baltimore were made known there was a slight tremor of fear sent through the bodies of the shorts, and they began to grasp for the limited offerings which came out.

Corn got some help from the advance in wheat and closed at ⅝c advance. Considerable business was transacted in the way of changing, and receivers and shippers alike were buying the near futures. The buying was led by a large shipping concern, followed closely by one of the leading elevator interests who were taking the September and October and selling December. Receipts were again larger than looked for—629 cars, and to-morrow's estimate is placed at 615 cars, but did not appear to have much effect on value, the price current's statement was rather bearish. The market opened with ⅛@¼c less and gradually advanced ⅝@1c, became strong, changing but little, and at the close had gained ½@⅝c.

Oats—There was a fair business in oats in the way of changing from September to May, but no regular trading of importance, and a quiet and steadier feeling prevailed. Prices had a ⅜c range, and closed ¼@⅜c higher.

The provision traders could not be awakened from their lethargy, but the market was firm without more than a few widely-scattered trades. Price changes from last night are insignificant.

Freights were slow, but rates remained unchanged at 1⅛c for wheat and 1¼c for corn to Buffalo and 3c for corn to Kingston.

Estimated receipts for to-morrow: Wheat, 118 cars; corn, 615 cars; oats, 360 cars; hogs, 20,000 head.

The leading futures ranged as follows:

Articles.	*Opening.*	*Highest.*	*Lowest.*	*Closing.*
Wheat, No. 2—				
Aug.	61⅝	63½	61½	63⅜@63½
Sept.	61⅝	63⅞	61⅞	63⅝@63⅞
Dec.	67⅝	69⅛	67⅝	69⅛
Corn, No. 2—				
Sept.	36⅞	37⅞	36⅞	37¾
Aug.	36	36⅞	36	36¾
Oct.	37⅜	38¼	37⅜	38⅛
May	40⅝	41	40⅝	40⅞@41
Oats, No. 2—				
Sept.	23½@23⅝	24	23½	24
Oct.	24⅛@24¼	24⅜	24⅛	24⅜
May	29⅛	29⅝	29⅛@29¼	29⅝
Mess pork, ℘ bbl—				
Sept.	$14.60	$14.65	$14.60	$14.65
Oct.	14.30	14.30	14.30	14.30
Lard, ℘ 100 lb—				
Sept.	7.85	7.95	7.85	7.95
Oct.	7.77½	7.82½	7.72½	7.80
Short ribs, ℘ 100 lb—				
Sept.	8.50	8.65	8.50	8.65
Oct.	7.75	7.87½	7.75	7.87½

Cash quotations were as follows: No. 2 Spring wheat, 63⅜@⅞c; No. 3 Spring wheat, free on board, 56@61¼c; No. 2 red, 63⅜@63½c; No. 2 corn, 37⅞c; No. 2 oats, 23⅞c; mess pork, ℘ bbl, $14.65@$14.90; lard, ℘ 100 lb, $7.95@$8.00; short ribs, sides, (loose,) $8.80@$8.85; dry salted shoulders, (boxed,) $7.25@$7.75; short clear sides, (boxed,) $8.25@$8.50; oats, No. 2 white, free on board, 27¾@28c; No. 3 do, do, 25@26¾c.

Articles.	*Receipts.*	*Shipments.*
Wheat, bushels	79,000	86,000
Corn, bushels	455,000	376,000
Oats, bushels	309,000	257,000

LIVE STOCK MARKET.

NEW-YORK, Thursday, Aug. 31, 1893.

Receipts for this day:

	Beeves.	*Cows.*	*Veals and Calves.*	*Sheep and Lambs.*	*Hogs.*
Jersey City	....	....	85	2,043	456
Sixtieth Street	19	13	317	1,627	....
Fortieth Street	....	....	....	....	1,242
Hoboken	....	....	28	219	....
Total	19	13	430	3,889	1,698

BEEVES—Receipts only 1 car of local stock at Sixtieth Street. No later cable news. No more shipments till Saturday. No trading. Feeling steady.

SHEEP AND LAMBS—Receipts were 17½ cars: 9 cars at Jersey City, 7½ cars at Sixtieth Street, all for the market, and 1 car at Hoboken consigned to slaughterers. Sheep steady; good to choice lambs firm and a shade higher; other grades steady. Sheep sold at $3.50@$3.75 ℘ cwt; lambs at $5@$6; a few extra bunches at $6.25. *SALES.*—D. HARRINGTON—222 Michigan lambs, 69 lb average, at $6 ℘ 100 lb; 247 Kentucky do, 63 lb, at $5.62½; 250 do, 62 lb, at $5.50; 255 do, 60 lb, at $5.25; 223 do, 60 lb, at $5; 38 State do, 61 lb, at $5; 27 State sheep, 81 lb, at $3.50; 209 Western do, 104 lb, at $3.50; 174 Indiana do, 110 lb, at $3.75; 229 Western do, 89 lb, at $3.37½. G. DILLENBACK—224 Michigan lambs, 70 lb, at $5.87½; 210 Western sheep, 101 lb, at $3.55. HALLENBECK & HOLLIS—60 State lambs, 68 lb, at $5.62½; 110 Pennsylvania do, 59 lb, at $4.75; 5 State sheep, 80 lb, at $3.50; 27 Kentucky do, 106 lb, at $3.50. HUME & MULLEN—27 State lambs, 74 lb, at $5.75; 9 State sheep, 95 lb, at $3.50; 1 buck, 160 lb, at $3. S. JUDD & CO.—148 West Virginia lambs, 67 lb, at $5.37½; 190 Pennsylvania do, 66 lb, at $5.25; 36 Kentucky do, 88 lb, at $6.25; 139 Kentucky sheep, 106 lb, at $3.50; 19 Pennsylvania sheep and lambs, 73 lb, at $4. M. COLLINS—267 Ohio lambs, 60 lb, at $5.12½. D. M'PHERSON & CO.—260 Virginia lambs, 64 lb, at $5.75. WILKERSON & SHERMAN—204 Kentucky lambs, 62 lb, at $5.50; 35 Kentucky sheep, 103 lb, at $3.50. P. S. KASE—41 Jersey lambs, 73 lb, at $6.25; 53 Jersey ewes, 111 lb, at $3.50. NEWTON & GILLETT—220 West Virginia lambs, 62 lb, at $5.75.

VEALS AND CALVES—Market active at steady prices. Common to choice veals sold at $5@$7.75 ℘ cwt; grassers and fed calves at $3.50; mixed lots at $4@$4.75. *SALES.*—HALLENBECK & HOLLIS—10 veals, 132 lb average, at 6½c ℘ lb; 65 grassers and fed calves, 189 lb, at 3½c; 21 mixed do, 201 lb, at 4c; 17 do, 139 lb, at 4½c. J. N. NELSON—27 veals, 161 lb, at 7¾c; 3 do, 176 lb, at 5c. JELLIFFE, WRIGHT & CO—93 veals, 171 lb, at 7¾c; 12 do, 236 lb, at 7¼c; 10 do, 235 lb, at 5c. HUME & MULLEN—8 veals, 152 lb, at 7½c. M. COLLINS—45 Maryland calves, 145 lb, at 7¼c.

HOGS—The arrivals were 11 cars: 3 cars at Jersey City and 8 cars at Fortieth Street. A few for sale. Market a trifle firmer; $5.75@$6.50 ℘ cwt for common heavy to choice light. *SALES.*—A. W. LAMB—57 State hogs, 184 lb average, at $6.25 ℘ 100 lb; 39 do, 230 lb, at $6.10; 61 do, 253 lb, at $6; 12 roughs, 317 lb, at $5@$5.10. JELLIFFE, WRIGHT & CO.—10 State hogs, 150 lb, at $6.25; 23 do, 224 lb, at $6; 3 roughs, 310 lb, at $5. HUME & MULLEN—14 State hogs, 190 lb, at $6.50; 16 do, 192 lb, at $6.50; 12 do, 228 lb, at $6.10; 8 do, 232 lb, at $6; 1 rough, 390 lb, at $5. S. JUDD & CO.—8 State hogs, 145 lb, at $6.50.

DRESSED MEATS—Dressed beef in a little better demand; city-dressed native sides at 6@8c ℘ lb; a few extra carcasses at 8½c; Chicago dressed at 6@8c; dressed mutton slow at 5@8c; dressed lambs a little firmer at 7@10½c; dressed calves steady; country-dressed veals at 8@11c; city dressed at 9@12½c; dressed grassers and buttermilks at 5@6½c; few at 7c; little calves at 5½@6½c.

BUFFALO, Aug. 31.—Cattle—Receipts last 24 hours, 1,000 head; total for week thus far, 10,460 head; for same time last week, 7,360 head; consigned through, 960 head; to New-York, 520 head; on sale, 120 head; market dull; no very good here; closed dull; about all sold; coarse light steers, $2.75@$2.85; good 1,150 lb, $3.60. Hogs—Receipts last 24 hours, 7,950 head; total for week thus far, 41,100 head; for same time last week, 31,650 head; consigned through, 5,250 head; to New-York, 1,800 head; on sale, 2,700 head; market slow and 10c lower; closed weak; Yorkers, $6@$6.15, mostly $6.10; good mixed, $5.85@$5.95; fair to good heavy, $5.75@$5.90; grassy lots, $5.50@$5.65; pigs, $6.00@$6.15; fair to good ends, $4@$5. Sheep and Lambs—Receipts last 24 hours, 4,200 head; total for week thus far, 19,400 head; for same time last week, 26,600 head; consigned through, 3,000 head; to New-York, 1,400 head; on sale, 1,000 head; market active, strong, and 25c higher for sheep; lambs scarce and 40@50c higher than Monday; closed strong; all sold; best lambs, $5.75@$5.95; fair to good, $5@$5.50; good sheep, $3.75@$4.25; no extra here; culls and common, $1.50@$3.25.

EAST LIBERTY, Penn., Aug. 31.—Cattle—Receipts, 600 head; shipments, 600 head; market dull and unchanged from yesterday's prices; no cattle shipped to New-York to-day. Hogs—Receipts, 2,300 head; shipments, 1,800 head; market slow; choice light weights, $6.10@$6.15; medium and fair light, $5.90@$6.05; extreme heavy, $5.50@$5.70; three cars of hogs shipped to New-York to-day. Sheep—Receipts, 900 head; shipments, 1,100 head; market slow and unchanged from yesterday's quotations.

ST. LOUIS, Aug. 31.—Cattle—Receipts, 4,200 head; shipments, 2,500 head; market steady and firm; fair to choice native steers, $3@$4.50; Texas steers, $2.50@$3.20. Hogs—Receipts, 2,700 head; shipments, 900 head; market easier; light, $5.40@$5.65; packing, $5.10@$5.50; heavy, $4.90@$5.37½. Sheep—Receipts, 800 head; shipments, none; market slow and unchanged.

CHICAGO LIVE STOCK.

CHICAGO, Aug. 31.—Cattle—Receipts, 11,000 head; shipments, 2,500 head; market steady; top steers, $4.80@$5; others, $4.50@$4.75; common, $2.75@$3.75; Western steers, $3@$4; Texans, $2.55@$3.05. Hogs—Receipts, 27,000 head; shipments, 6,000 head; market slightly higher; active; prime mixed and packers, $5.15@$5.35; heavy and butchers' weights, $5.40@$5.70; light, $5.75@$6.

STATE OF TRADE.

BUFFALO, Aug. 31.—Spot wheat quiet; light demand for cost, insurance, and freight; sales, 8,000 bushels No. 1 hard, spot, 69c; 32,000 bushels No. 1 Northern, cost, insurance, and freight, 63@63½c; closing, No. 1 hard, spot, 70c; No. 1 Northern, spot, 66c; do, cost, insurance, and freight, 64½c. Winter wheat opened firm; sales, 2 cars No. 2 red, 64c; 2 cars mixed, 64c; 1 car do, 63c; 1 car N. E. G., 58c; closing, No. 2 red, 65c; No. 3 extra red, 63c; No. 1 white, 66½c asked. Corn dull; closing ½c higher than opening; No. 2 yellow, 45c; No. 2, 42½c; No. 3, 42@42½c. Oats easy; receipts fair; demand light; sales, 8 cars No. 2 white, 31½c; 7 cars No. 2 mixed, 27½@27⅝c. Rye dull; No. 2 offered at 50c. Flour strong; good demand; best Spring, $4@$4.10; Winter straights, $3.25@$3.35. Rye flour, $3@$3.25. Millfeed strong; unchanged. Canal freights steady; wheat, 4⅛c; corn, 4c; seed, 4½c, to New-York. Receipts—Flour, 52,000 bbls; wheat, 279,000 bushels; corn, 181,000 bushels. Shipments—Canal—Wheat, 175,000 bushels; corn, 60,000 bushels; oats, 37,000 bushels. Rail—Flour, 55,000 bbls; wheat, 96,000 bushels; corn, 50,000 bushels; oats, 70,000 bushels.

ST. LOUIS, Aug. 31.—Flour weak, but unchanged. Wheat declined ⅝@½c early, but later reacted and advanced, closing 1½c above yesterday; cash, 59⅛c; September closed 60⅛c; October, 62⅛c; December, 67⅛c. Corn weak and off early, but followed wheat later and closed better than yesterday; cash, 34⅛c; September closed 34⅛c; October, 34⅝c; December, 34⅛c; year, 33¾c. Oats lower; cash, 24c; September, 23½c; October, 23⅞c. Rye lower; 41@43½c. Barley—No market. Bran strong and active; 63@64c, east side track. Hay—Very dull for timothy; prairie firm for best, $5.80@$7. Lead firm; 3.45c. Spelter dull; 3.45c. Flaxseed lower; $9.12. Butter and eggs unchanged. Cornmeal firm; 17c. Whisky steady; $1.12. Bagging quiet; 4½@5¼c. Iron cotton ties, 95c@$1. Provisions steady and firm at previous quotations. Receipts—Flour, 3,000 bbls; wheat, 75,000 bushels; corn, 30,000 bushels; oats, 37,000 bushels. Shipments—Flour, 6,000 bbls; wheat, 6,000 bushels; corn, 59,000 bushels; oats, 5,000 bushels.

CINCINNATI, Aug. 31.—Flour in moderate demand. Wheat steady; No. 2 red, 58c; receipts, 2,300 bushels; shipments, 500 bushels. Corn firmer; mixed, 41½c. Oats firm. Rye steady; No. 2, 50¼c. Pork firm; $15.50. Lard dull; $7.75. Bulkmeats quiet; $8.75@$9. Bacon steady; $10.75@$11. Whisky quiet; sales, 317 bbls, $1.12. Butter steady. Sugar firm. Eggs firm; 12½c. Cheese in good demand.

PEORIA, Aug. 31.—Corn active; firmer; No. 2, 37c; No. 3, 36c. Oats firm; irregular; No. 2 white, 25½@25¾c; No. 3 white, 25¼@25½c. Rye, no receipts. Whisky firm; wines, $1.12; spirits, $1.14. Receipts—Wheat, none; corn, 16,900 bushels; oats, 66,000 bushels; rye, none. Shipments—Wheat, 10,000 bushels; corn, 15,500 bushels; oats, 71,000 bushels.

NEW-YORK COURTS.

NEW-YORK CALENDARS—THIS DAY.

SUPREME COURT—General Term.—Recess.

SUPREME COURT—Chambers—*Van Brunt, P. J.*—Opens at 10:30. Calendar called at 11.

THURSDAY'S CALENDAR.

Class VII.—1—Tucker vs. Tucker.

Class VIII.—2—Matter of Carrere & Haas Company. 3—Pearce vs. Eldridge. 4—Walke vs. Toner. 5—Blackman vs. Dos Passos. 6—Hallahan vs. Hallahan. 7—Lucas vs. Gerry. 8—Keery vs. Dunion. 9—Pool vs. Patchen. 10—Valentine vs. Juch. 11—Brodie vs. Huber. 12—Matter of United Book and Stationery Company.

FRIDAY'S CALENDAR.

Class IV.—1—Broadway Savings Institution vs. Martin.

Class VII.—2—Fortunato vs. Frank.

Class VIII.—3—Concanon vs. Concanon. 4—Olmesdahl vs. Acton. 5—Thomas vs. Schumacher. 6—Adams vs. Adams. 7—Ready Manufacturing Company vs. McCool. 9—Matter of Nocton Company. 10—Neill vs. Neill. 11—Cassion vs. Cassion. 12—Peiffer vs. Wheeler.

SUPREME COURT—Special Term—Parts I. and II.—Adjourned for the term.

CIRCUIT COURT—Parts I., II., III., and IV.—Adjourned for the term.

COMMON PLEAS—General Term.—Adjourned sine die.

COMMON PLEAS—Equity Term.—Adjourned for the term.

COMMON PLEAS—Special Term—*Giegerich, J.*—Opens at 11:30. Motions.

COMMON PLEAS—Trial Term—Parts I., II., and III.—Adjourned for the term.

SUPERIOR COURT—General Term.—Adjourned sine die.

SUPERIOR COURT—Equity Term.—Adjourned for the term.

SUPERIOR COURT—Special Term—*McAdam, J.*—Opens at 11. Motions should be made returnable at 12.

SUPERIOR COURT—Trial Term—Parts I., II., and III.—Adjourned for the term.

SURROGATE'S COURT—Chambers.—Adjourned until Sept. 5. No probate calendar to-day.

SURROGATE'S COURT—Trial Term.—Adjourned until Sept. 5.

CITY COURT—General Term.—Adjourned sine die.

CITY COURT—Special Term—*McGown, J.*—*Held in Room 11 City Hall.*—Opens at 10. Motions must be made returnable at 10.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

REFEREES AND RECEIVER.

Referees Named Yesterday.

SUPREME COURT—*Van Brunt, P. J.*—Crawford vs. Beacom—John E. Ward. Huntington vs. Merritt—Jacob A. Cantor. Greacen vs. Auld—John A. Foley.

COMMON PLEAS—*Giegerich, J.*—Matter of Johnston—Sigmund Feuchtwanger. Middlebrook vs. Maloy—William L. Carey.

SUPERIOR COURT—*McAdam, J.*—Mersereau vs. Mersereau—Edward Jacobs.

Receiver Appointed Yesterday.

CITY COURT—*McGown, J.*—Herman Schnitzer vs. Jacob Goldstein—Arthur Rothschild.

POST OFFICE NOTICE.

(Should be read DAILY *by all interested, as changes may occur at any time.)*

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending Sept. 2 will close (PROMPTLY in all cases) at this office as follows:

FRIDAY.—At 10:30 A. M. for BRAZIL and LA PLATA COUNTRIES, per steamship Coleridge, via Pernambuco, Bahia, Rio Janeiro, and Santos, (letters for Para and Ceara must be directed "per Coleridge";) at 11 A. M. (supplementary 11:30 A. M.) for FORTUNE ISLAND, JAMAICA, JEREMIE, and GREYTOWN, per steamship Andes, (letters for Costa Rica, via Limon, must be directed "per Andes";) at *3 P. M. for BLUEFIELDS, per steamship J. Wilson, from New-Orleans; at *3 P. M. for BOCAS DEL TORO, per steamship Tordenskjold, from New-Orleans.

SATURDAY.—At 5:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, and TURKEY, per steamship La Bourgogne, via Havre; at 6:30 A. M. for GERMANY direct, per steamship Elbe, via Bremen (letters for other parts of Europe, via Southampton, and Bremen, must be directed "per Elbe";) at 6:30 A. M. for EUROPE, per steamship Campania, via Queenstown, (letters for Germany, France, Switzerland, Italy, Spain, Portugal, and Turkey must be directed "per Campania";) at 7:30 A. M. for NETHERLANDS direct, per steamship Spaarndam, via Rotterdam, (letters must be directed "per Spaarndam";) at 8 A. M. for Scotland direct, per steamship Anchoria, via Glasgow, (letters must be directed "per Anchoria";) at 11 A. M. for CAMPEACHY, CHIAPAS, TABASCO, and YUCATAN, per steamship Orizaba, (letters for other Mexican States and Cuba must be directed "per Orizaba";) at 1 P. M. for INAGUA and CAPE HAITI, per steamship Dorian.

Mails for China and Japan, per steamship China, (from San Francisco,) close here daily up to Sept. *6, at 6:30 P. M. Mails for Australia, New-Zealand, Hawaiian, Fiji, and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to Sept. *16, at 6:30 P. M., (or on arrival at New-York of steamship Etruria with British mails for Australia.) Mails for the Hawaiian Islands, per steamship Australia, (from San Francisco,) close here daily up to Sept. *24, at 6:30 P. M. Mails for the Society Islands, per ship Tropic Bird, (from San Francisco,) close here daily up to Sept. *24, at 6:30 P. M. Mails for China, Japan, Hawaii, and Australia, via Vancouver, (specially addressed only,) close at this office daily at 6:30 P. M. Mails for Newfoundland, by rail to Halifax, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba, by rail to Tampa, Fla., and thence by steamer, (sailing Mondays and Thursdays,) close at this office daily at 2:30 A. M. Mails for Mexico, overland, unless specially addressed for dispatch by steamer, close at this office daily at 3 A. M.

Transpacific mails are forwarded to San Francisco daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving ON TIME at San Francisco on the day of sailing of steamers are dispatched thence the same day.

*Registered mail closes at 6 P. M. previous day.

Extra supplementary transatlantic mails are opened on the piers of the American, English, French, and German steamers at the hour of closing of supplementary mails at the Post Office, which remain open until within ten minutes of the hour of sailing of steamer. CHARLES W. DAYTON, Postmaster.

POST OFFICE, NEW-YORK, N. Y., Aug. 25, 1893.

Travelers' Guide—Shipping.

WHITE STAR LINE.

Germanic, Sept. 6, 2 P. M. | Germanic, Oct. 4, noon.
*Majestic, Sept. 13, 8 A. M. | *Majestic, Oct. 11, 7:30 A M
Britannic, Sept. 20, 12½ P M | Britannic, Oct. 18, 11 A. M.
*Teutonic, Sept. 27, 7½ A M. | *Teutonic, Oct. 25, 4 P. M.

From White Star Dock, foot of 10th St.

Saloon rates, $50 upward, according to steamer and location of berth. *Second cabin on these steamers, $40 and $45. Steerage to or from the old country, $25. 29 Broadway, New-York. Philadelphia office, 406 Walnut St.

H. MAITLAND KERSEY, Agent.

CANADIAN PACIFIC RAILWAY.

New-York to Seattle, Tacoma, &c.—First class, $43.00; second class, $37.00.

New-York to San Francisco—First class, $45.00; second class, $39.00.

New-York to St. Paul via Montreal—First class, $25.00; second class, $24.00.

E. V. SKINNER, 353 Broadway, N. Y.

CANADIAN PACIFIC STEAMSHIPS TO

JAPAN AND CHINA.

NEW-YORK TO JAPAN IN 17 DAYS.

Intended sailings from Vancouver:

EMPRESS OF CHINA.......Sept. 18.
EMPRESS OF INDIA.......Oct. 16.
EMPRESS OF JAPAN.......Nov. 13.

E. V. SKINNER, Gen'l East'n Agent, 353 Broadway, N. Y. EVERETT FRAZAR, China and Japan, Frt. Agt., 69 Wall St., N. Y.

SAVANNAH LINE.—THREE STEAMERS Weekly from New Pier 35 N. R., foot of Spring St.

S. S. City of Augusta.......Saturday, Sept. 2, 3 P. M.
S. S. City of Birmingham...Tuesday, Sept. 5, 3 P. M.
S. S. Kansas City.......Thursday, Sept. 7, 3 P. M.

Connecting with C. R. R. of Georgia and S. F. and W. R'y for all points in GEORGIA and FLORIDA, SOUTH CAROLINA, ALABAMA, and LOUISIANA. Unsurpassed accommodations. First-class table d'hôte. For freight and passage apply to J. D. HASHAGEN, E. Agt. S. F. & W. R'y, 261 B'way. W. H. RHETT, Gen'l Agt. Central R. R., 317 B'way. R. L. WALKER, Agent Ocean Steamship Co. G. M. SORRELL, Manager, New Pier 35 North River.

CLYDE LINE.

CHARLESTON, S. C., the South and Southwest. JACKSONVILLE and all Florida points. From Pier 29 E. R., (foot of Roosevelt St.,) 3 P. M.

ALGONQUIN.......Friday, Sept. 1
SEMINOLE.......Tuesday, Sept. 5
CHEROKEE.......Friday, Sept. 8

All steamers have first-class passenger accommodations. WM. P. CLYDE & CO., Gen. Agents, 5 Bowling Green, New-York.

FLA. CENT. & PEN. FAST F. & P. LINE via JACKS. GRT. SO. FRT. & PASS'R LINE via CHARLESTON. T. G. EGER, Gen'l Agt., 379 B'way, N. Y.

Travelers' Guide—Shipping.

NORTH GERMAN LLOYD S. S. CO. SHORT ROUTE TO LONDON.

NEW-YORK, SOUTHAMPTON, BREMEN. FAST EXPRESS STEAMERS.

I. cabin, $70 and upward; II. cabin, $45, $50 and $60 a berth. Steamers sail from foot of 2d St., Hoboken.

Elbe, Sat., Sept. 2, 10 P. M. | Lahn, Tues., Sept. 19, noon
Aller, Tues., Sept. 5, 6 A. M. | Ems, Sat., Sept. 23, 7 A. M.
Saale, Sat., Sept. 9, 9 A. M. | Havel, Tu., Sept. 26, 9 A. M.
Spree, Tues., Sept. 12, noon | Trave, W., Sept. 27, 9 A. M.
Kaiser, Sat., Sept. 16, noon | Elbe, Sat., Sept. 30, 9 A. M.

MEDITERRANEAN LINE.

New-York to Genoa less than eleven days.

Werra, Sept. 9 | Kaiser, Oct. 21 | Fulda, Dec. 9
Kronp'z, Sept. 16 | Fulda, Nov. 4 | Werra, Dec. 30
Fulda, Sept. 23 | Werra, Nov. 18 | Kaiser, Jan. 6
Werra, Oct. 4 | Kaiser, Nov. 25 | Spree, Jan. 16

Passage, $100, $125, or $150 a berth, first cabin.

OELRICHS & CO., 2 Bowling Green.

HAMBURG-AMERICAN PACKET COMPANY.

FAST LINE TO LONDON. NEW-YORK, SOUTHAMPTON, HAMBURG.

Twin-screw express steamers.

A. Victoria, Sept. 7, 3 P. M. | Columbia, S. 28, 7:30 A. M.
Normannia, S. 14, 8:30 A M | A. Victoria, Oct. 5, 1:30 P. M
F. Bismarck, Sep. 21, 2 P. M | Normannia, O. 12, 7:30 A M

First cabin, $75 and upward; second cabin, $50 and upward.

HAMBURG-AMERICAN PACKET CO., 37 B'way, N. Y.

CUNARD LINE.

TO LIVERPOOL, VIA QUEENSTOWN.

Campania, Sept. 2, 10 A. M. | Campania, Sep. 30, 8½ A M
Umbria, Sept. 9, 4 A. M. | Servia, Oct. 3, 11 A. M.
Lucania, Sept. 16, 9 A. M. | Umbria, Oct. 7, 4 A. M.
Etruria, Sept. 23, 4 A. M. | Lucania, Oct. 14, 8 A. M.

EXTRA STEAMER, Gallia, Sept. 5, 1 P. M.

From Pier 40 North River, foot of Clarkson St. Cabin passage, $50 and upward; second cabin, $35 and upward, according to steamer and location. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's offices, 4 Bowling Green.

VERNON H. BROWN & CO., General Agents.

AMERICAN LINE.

NEW-YORK. SOUTHAMPTON. LONDON.

Paris, Sept. 6, 2 P. M. | New-York, Sept. 20, 1 P. M.
Berlin, Sept. 13, 7:30 A. M. | Paris, Sept. 27, 7 A. M.

From Pier 43 N. R., foot of Christopher St. Shortest and most convenient route to London. Passengers land at Empress Dock, avoiding inconvenience and exposure of transfer by tender. First cabin passage to Southampton, London, or Havre, $60 and upward, according to steamer. Second cabin, $35 to $60. Steerage at low rates.

INTERNATIONAL NAVIGATION COMPANY, 6 Bowling Green, New-York.

ANCHOR LINE.

UNITED STATES MAIL STEAMSHIPS. FOR GLASGOW VIA LONDONDERRY. From Pier 54 N. R., foot of West 24th St.

S. S. CITY OF ROME, Saturday, Sept. 9, 4 P. M. Saloon, $50 and upward. Second cabin, $30.

Anchoria, Sept. 2, 10 A. M. | Furnessia, Sept. 23, 3 P. M.
Circassia, Sept. 16, 10 A. M. | Ethiopia, Sept. 30, 9 A. M.

Cabin, $45 and upward. Second cabin, $30. Steerage, outward, $23; prepaid, $24. Cabin excursion tickets at reduced rates. For drafts, tours, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

GUION LINE. FOR QUEENSTOWN AND LIVERPOOL. From Pier B, foot of Grand St., Jersey City.

ALASKA.......Saturday, Sept. 2, 10:30 A. M.
ARIZONA.......Saturday, Sept. 16, 10 A. M.
ALASKA.......Saturday, Sept. 30, 9 A. M.

Cabin passage, $50 and upward; second cabin, $35; steerage, $25. A. M. UNDERHILL & CO., Telephone, 3,095 Cortlandt. 35 Broadway.

ROYAL MAIL TO THE NETHERLANDS. From pier foot of 5th St., Hoboken.

S. S. VEENDAM.......Saturday, Sept. 9, 4:30 A. M.
S. S. OBDAM.......Saturday, Sept. 16, 9:30 A. M.

Steamers call both ways at Boulogne-sur-Mer, France. First cabin, $55 and upward; second cabin, $38; steerage at lowest rates. Apply for guide and terms to General Pass. Agency, 39 Broadway, N. Y.

COMPAGNIE GENERALE TRANSATLANTIQUE. FRENCH LINE TO HAVRE every Saturday.

LA BOURGOGNE, Lebœuf...Sat., Sept. 2, 9 A. M.
LA CHAMPAGNE, Laurent..Sat., Sept. 9, 4 A. M.
LA GASCOGNE, Santelli.....Sat., Sept. 16, 8 A. M.

A. FORGET, General Agent, No. 3 Bowling Green.

OLD DOMINION LINE. Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT, and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG, and RICHMOND, Va., and WASHINGTON, D. C.—Tues., Wed., Thurs., and Sat. For RICHMOND via JAMES RIVER—Wed. and Sat. For WEST POINT, Va.—Tues., Thurs., and Sat. From Pier 26 N. R., foot Beach St., 3 P. M. Through tickets and freight rates to all points South and West. Apply at general office of company, on pier, or at 5, 11, 229, 239, 261, 287, 317A, 362, 849, 944, and 1,225 Broadway.

W. L. GUILLAUDEU, Traffic Manager.

Travelers' Guide—Steamboats.

PROVIDENCE LINE,

FOR BOSTON, WORCESTER, PROVIDENCE, WHITE MTS. AND ALL POINTS EAST. Steamers CONNECTICUT and MASSACHUSETTS leave Pier 29 (old No.) North River, foot of Warren St., at 5:30 P. M. daily, except Sunday, connecting trains due Boston 7:15 A. M., Worcester, except Sunday, 8:00 A. M.

STONINGTON LINE,

inside route for BOSTON and the East, and direct route to NARRAGANSETT PIER and WATCH HILL. New steel steamers leave new Pier 36 N. R., one block above Canal St., at 5:30 P. M. daily, including Sunday.

NORWICH LINE

FOR BOSTON, WORCESTER, NEW-LONDON, NORWICH, WATCH HILL, BLOCK ISLAND, AND ALL POINTS EAST.

Leave Pier 40 (old number) North River, (next pier above Desbrosses St. Ferry,) daily, except Sundays, at 6 P. M., connecting with new express train leaving New-London at 5:35 A. M., reaching Boston 9 A. M., Worcester 7:56 A. M.

NEW-HAVEN.—Fare, $1. Magnificent new twin-screw steel steamer RICHARD PECK, the flier, fastest steamer on Long Island Sound, and palatial steamer C. H. NORTHAM leave Pier 25 E. R. daily (Sundays 10:30 A. M. and 12 mid.) at 3:30 P. M. and 11:30 P. M., connecting with trains for Meriden, Hartford, Springfield, and the North. These magnificent steamers are equipped with electric lights and call bells and furnished luxuriously throughout. Through tickets and baggage checked at 944 Broadway, New-York, and 4 Court St., Brooklyn.

MONTAUK STEAMBOAT COMPANY, LIMited, new management, improved cuisine, for Orient Point, Orient, Manhanset House, Greenport, Shelter Island Heights, Southold, and Sag Harbor. Leaves Pier 23 East River, foot of Beekman St., New-York, daily at 6 P. M., except Sundays. Saturdays, on and after July 1, will leave New-York at 2 P. M.

BRIDGEPORT.—Two boats daily, except Sunday, Pier 35 East River, ft. Catharine St., 11 A. M. and 3 P. M., and from East 31st St. 3:15 P. M. Saturday afternoon boat leaves half an hour earlier. Sundays, 5 P. M., from Pier 35, 5:15 P. M. from 31st St.

HARTFORD.—New twin-screw steel steamer HARTFORD and sister boat CITY OF SPRINGFIELD leave Pier 24 E. R. daily (Sundays excepted) at 5 P. M., reaching Hartford in time for early trains for Springfield, Boston, and Albany.

Hudson River by Daylight.

Day Line Steamers, NEW-YORK or ALBANY. Daily except Sundays.

Leave Brooklyn, Fulton St., (by Annex,) 8:00 A. M.
" New-York, Desbrosses St. Pier, 8:40 "
" " West 22d St. " 9:00 "

for Albany, landing at Yonkers, West Point, Newburgh, Po'keepsie, Rhinebeck, Catskill, and Hudson. Returning, leave Albany 8:30 A. M.

CONNECTIONS: WEST POINT, NEWBURGH, and POUGHKEEPSIE, with down Day Boat. RHINEBECK and CATSKILL for mountain resorts. ALBANY, with trains for Niagara Falls and the West, and with special trains to and from Saratoga. MORNING AND AFTERNOON CONCERTS.

ALBANY BOATS.

PEOPLE'S LINE.

Steamers DREW and DEAN RICHMOND leave Old Pier 41 N. R., foot Canal St., at 6 P. M., daily, (Sundays excepted.) Direct connection with express trains to Saratoga, Lake George, Adirondacks, Thousand Islands, Richfield Springs, Niagara Falls, Sharon Springs, and Cooperstown. Saturday night steamer connects with Sunday morning train for Saratoga and Lake George.

CATSKILL MOUNTAINS.—Steamers KAATERSKILL and CATSKILL leave every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Catskill Mountain and Cairo R. R. and the new Otis Elevating Railway to the summit. Directory of Summer Hotels and Boarding Houses mailed free at pier or by W. J. HUGHES, Catskill, N. Y.

HUDSON RIVER STEAMER MARY POWELL. (DAILY, EXCEPT SUNDAYS.) Leaves Desbrosses St. 3:15 P. M.; Saturdays, 1:45; Do. West 22d St. 3:30 P. M.; Saturdays, 2. For CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW-HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

A.—TROY BOATS.—Steamer City of Troy or Saratoga leaves Pier 46, West 10th St., daily except Saturday, 6 P. M. Sunday steamer touches at Albany.

HUDSON AND COXSACKIE BOATS LEAVE every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Boston & Albany R. R.

Travelers' Guide—Railroads.

NEW-YORK AND LONG BRANCH RAILROAD.

Summer Schedule, in effect June 25, 1893. FOR RED BANK, LONG BRANCH, ELBERON, OCEAN GROVE, ASBURY PARK, SPRING LAKE AND POINT PLEASANT.

Trains leave station foot of Liberty St. at 4:30, (5:50 to Red Bank,) 8:15, 10:30, *11:30 A. M., (*1:20 Saturdays only,) 1:30, 2:15, *3:30, 4:00, *4:30, 5:30, 6:15 P. M. Sundays, 9:15, 11:30 A. M., 4:00 P. M.

Trains leave station foot of Cortlandt and Desbrosses Sts. at 3:30, 7:30, 9:10, *10:00 A. M., 12:10, (*1:20 Saturdays only,) 2:30, *3:10, (*3:40, except Red Bank,) 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

*Denotes express trains.

Sunday trains do not stop at Ocean Grove and Asbury Park.

RUFUS BLODGETT, Supt. New-York and Long Branch R. R. Co.
J. R. WOOD, Gen. Pass. Agt. Penn. R. R. Co.
H. P. BALDWIN, Gen. Pass. Agt. Central R. R. Co. of N. J.

Travelers' Guide—Railroads.

PENNSYLVANIA RAILROAD.

THE STANDARD RAILWAY OF AMERICA! PROTECTED THROUGHOUT BY Block Signals & Interlocking Switches

TRAINS LEAVE STATIONS foot of Desbrosses and Cortland Streets. In Effect July 2, 1893.

THE COLUMBIAN EXPRESS.

9:00 A. M.—Pullman Vestibule Sleeping Cars to Chicago and Cincinnati, Dining, Smoking, and Passenger Coaches to Chicago. Arrives in Cincinnati 6:35 A. M., Indianapolis 7:55 A. M., Chicago 10:00 A. M. next day.

FAST LINE.

9:00 A. M.—For Pittsburg and Central Pennsylvania. Parlor Car to Pittsburg.

THE PENNSYLVANIA LIMITED.

12:00 NOON.—Composed exclusively of Pullman Vestibule Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars, presenting financial reports, stenographers and typewriters, bathrooms for both sexes, ladies' maid, barber's shop, library, and all the conveniences of home or office. Lighted by stationary and movable electric lights. Arrives Chicago 12:00 noon.

ST. LOUIS, CINCINNATI AND CHICAGO EXPRESS.

2:00 P. M.—Pullman Vestibule Sleeping and Dining Cars to St. Louis, Cincinnati, and Chicago. Vestibule Smoking Car and Passenger Coaches to St. Louis. Arrives Cincinnati 10:50 A. M., St. Louis 7:30 P. M., and Chicago 5:30 P. M.

THE WESTERN EXPRESS.

6:30 P. M.—Pullman Vestibule Sleeping Cars to Pittsburg, Chicago, and Cleveland. Dining Car to Chicago. Arrives Cleveland 11:40 A. M., Chicago 9:30 P. M. next day.

SOUTHWESTERN EXPRESS.

7:50 P. M. week days, 7:45 P. M. Sundays.—Pullman Vestibule Sleeping Cars to Cincinnati and St. Louis. Dining Car Altoona to Richmond. Arrives Columbus 2:25 P. M., Cincinnati 6:00 P. M., and St. Louis 7:00 A. M. second morning.

PACIFIC EXPRESS.

8:00 P. M.—Pullman Buffet Sleeping Car New-York to Chicago; arrives daily Chicago 7:30 A. M., (second morning,) Toledo 11:20 P. M., Columbus 7:15 P. M., and Cleveland, week days, 6:10 P. M.

SHENANDOAH VALLEY ROUTE for points on Norf. and West., and East Tenn., Va. and Ga. Rds. 5:00 P. M., daily, with Sleeper to New-Orleans, and 12:15 night, with Sleeper to Memphis.

FOR BALTIMORE, WASHINGTON, AND TO THE SOUTH.

10:00 A. M.—"Washington Limited" week days, Vestibule Pullman Parlor Cars, Passenger Coaches, Dining Car to Baltimore.

3:20 P. M.—"Congressional Limited" daily, Vestibule Pullman Parlor Cars and Dining Car, arriving Washington 8:25 P. M.

ADDITIONAL EXPRESS TRAINS: 6:20, 8:00, 8:30, 9:30, and 11:00 A. M., 2:10, 4:30, 5:00, 9:00 P. M., and 12:15 night. Sunday, 6:15, 8:30, and 9:30 A. M., 4:30, 5:00, and 9:00 P. M., and 12:15 night, Washington only, 4:30 P. M. daily, no Coaches.

9:30 A. M.—Atlantic Coast Line Express daily. Sleepers to Charleston, Columbia, Jacksonville, and Port Tampa; 9:00 P. M. daily, Sleeper to Jacksonville.

4:30 P. M.—Richmond and Danville Express daily. Sleepers to Augusta and New-Orleans. Dining Car. (No Coaches.)

5:00 P. M.—Daily for all points on Chesapeake & Ohio Railway. Through Sleeping and Dining Cars.

FOR OLD POINT COMFORT and NORFOLK via Cape Charles Route, 8:00 A. M. week days, and, with Through Sleeper, 8:00 P. M. daily.

FOR ATLANTIC CITY, 1:50 P. M. week days, with Through Buffet Parlor Cars and Day Coaches.

FOR CAPE MAY, 1:00 P. M. week days.

For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 3:30, 7:30, 9:10, 10:00 A. M., 12:10, (1:20 Saturday only,) 2:30, 3:10, 3:40, 4:20, 5:10, and 7:00 P. M. week days. Sundays, 8:15, 9:45 A. M., and 5:15 P. M. (Do not stop at Asbury Park and Ocean Grove on Sundays.)

FOR PHILADELPHIA.

Express: 6:20, 7:20, 8:00, 8:30, 9:00, 9:30, (10:00 Washington Limited, with Dining Car,) and 11:00 A. M., (12:00 noon Penn'a Limited, with Dining Car,) 12:20, 1:00, 2:10, 3:00, 3:30, 4:00, 4:30, 5:00, 6:00, 6:30, 7:50, 8:00, and 9:00 P. M., and 12:15 night. Sundays, Express, 6:15, 8:30, 9:00, 9:30, 10:00 A. M., (12:00 noon Limited,) 2:00, 4:00, 4:30, 5:00, 6:30, 7:45, 8:00, 9:00 P. M., and 12:15 night.

Ticket Offices: Nos. 433, 944, 1,196, 1,323, 113, and 261 Broadway, 1 Astor House, 134 East 125th Street, 264 West 125th Street, 251 Columbus Avenue, 737 Sixth Avenue, and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; 129 Hudson Street, Hoboken; Station, Jersey City. The New-York Transfer Company will call for and check baggage from hotels and residences through to destination.

S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

CENTRAL RAILROAD OF NEW JERSEY.

(Anthracite Coal used exclusively, insuring cleanliness and comfort.) Four tracks. Protected by Automatic Block Signal System. Trains leave Station foot of Liberty St. Time Table in Effect June 25, 1893.

ROYAL BLUE LINE TO PHILADELPHIA, BALTIMORE, AND WASHINGTON.

For Philadelphia, week days, 4:00, 8:00, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 2:15, 3:30, (Dining Car,) 4:00, (Buffet Parlor Car,) 5:00, 6:00, 7:30, 8:45 P. M., 12:15 night. Sunday, 9:00, 10:30, 11:30 (Dining Car) A. M., 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.

For Baltimore and Washington, week days and Sundays, 9:00, 11:30 (Dining Car) A. M., 1:30, 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 8:45 A. M., 1:00, 4:30, 5:45, 7:30 to Allentown, P. M. Sundays, 4:30, 7:15 A. M., 1:00, 5:30 P. M.

For Wilkesbarre, Pittston, and Scranton, 8:45 A. M., 4:30 P. M. Sundays, 4:30 A. M.

For Reading at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 2:15, 4:00, 5:00, 5:45, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 5:00, 5:30, 6:00 P. M., 12:15 night.

For Harrisburg at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 5:00, 5:45 P. M., 12:15 night, excepting Saturday night. Sundays, 11:30 A. M., 1:00, 5:00, 5:30 P. M., 12:15 night.

For Pottsville at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 7:15 A. M., 6:00 P. M., 12:15 night.

ALL-RAIL ROUTE. For Long Branch, Ocean Grove, &c.

For Red Bank, Long Branch, and points south of Point Pleasant, 4:30, 5:50 to Red Bank, 8:15, 11:30 A. M., (1:20 Saturdays only,) 1:30, 2:15, 3:30, 4:00, 4:30, 5:30, 6:15 P. M. Sundays, except Ocean Grove and Asbury Park, 9:15, 11:30 A. M., 4:00 P. M.

For LAKEWOOD, Toms River, Barnegat Park, and Barnegat, 4:30, 8:15 A. M., 1:30, 4:30 P. M.

For Beach Haven, Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highland Beach, 4:30, 8:15, 11:30 A. M., 1:30, 4:30, 6:15 P. M.

SANDY HOOK ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c., From Pier 8 N. R., foot Rector St.

For Atlantic Highlands, Highland Beach, Normandie, Seabright, Monmouth Beach, and Long Branch at 4:30, 9:00, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Ocean Grove, Asbury Park, and Point Pleasant, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M.

For Lakewood, Toms River, and Barnegat, 4:30 A. M., 1:00, 3:45 P. M.

WEST SHORE RAILROAD.

(N. Y. C. and H. R. R. R. Co., Lessee.)

Excursion Tickets to World's Fair good for Ten Days, $17.00; also, Round Trip Tickets good until Nov. 15, $28.00.

Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot Franklin St.:

3:30 A. M. Daily local to Suspension Bridge and Catskill Mountains, except Sundays, west of Coeymans Junction. Sleeping car New-York to Bloomville Sundays only. Can be occupied 9 P. M.

7:30 A. M. Daily local to Albany for Catskill Mountains and Saratoga. Parlor car to Albany Sundays only.

10:10 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago, except Saturday for Toronto.

A 11:35 A. M. Daily, except Sunday, to Catskill Mountains, New-Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George. Parlor cars to Bloomville, Saratoga, and Caldwell.

1:15 P. M. Saturdays only. Half-Holiday Special to Catskill Mountains. Parlor car attached.

4:00 P. M. Daily, except Sunday, for Albany.

5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.

6:30 P. M. Daily, except Sunday, for Newburg, Albany, Saratoga, and Montreal. Parlor car to Kingston.

8:15 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.

A, Leaves Brooklyn by Annex, 11:00 A. M.; Jersey City, P. R. R. Station, 11:20 A. M.

HAVERSTRAW LOCALS, 7:00 A. M., 2:45, *5:35, 7:45 P. M.

NEWBURG LOCALS, 8:25, *10:10 A. M., *1:15, 4:30, 5:15, *6:30, *11:45 P. M. *Daily.

Wagner Sleeping Cars for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago on all through trains.

For tickets, time tables, parlor and sleeping car accommodations, or information, apply offices: Brooklyn, 333 Washington St., 726 Fulton St., Annex Office, foot Fulton St.; New-York City, 113, 291, 363, 785, and 942 Broadway, 143 Bowery, 31 East 14th St., 53 West 125th St., and at stations.

C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New-York.

OTIS ELEVATING RAILWAY, Catskill Mountains.

Connects with 9:20, 11:20, and 3:30 trains on New-York Central, and 11:35 and 3:45 trains on West Shore Railroad. Also with Albany Day Boats and Catskill Evening Line.

A LIMITED TRAIN over the New-York Central on Saturdays at 1:45 P. M. for Catskill, without stop, connects with Otis El. R'y; due at the Mountain Station in 3 HOURS AND 30 MINUTES.

Travelers' Guide—Railroads.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

DIRECT LINE TO NIAGARA FALLS

All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City. Trains leave as follows:

EMPIRE STATE EXPRESS.

8:30 A. M.—Except Sunday. Fastest train in the world. No extra fare.

CHICAGO FAST MAIL.

9:10 A. M.—Daily for Chicago, except Sunday for Richfield Springs. Wagner Service.

SARATOGA AND LAKE GEORGE SPECIAL.

9:20 A. M.—Except Sunday. Connects for Catskills, Green Mountains, and Montreal.

DAY EXPRESS.

10:30 A. M.—Except Sunday. Saturday train runs to Cleveland and Detroit only.

WORLD'S FAIR SPECIAL.

1:00 P. M.—Daily. Due Chicago 1:45 P. M. next day. Wagner Service.

SOUTHWESTERN LIMITED.

1:00 P. M.—Daily. Due Cincinnati 10:45 A. M., St. Louis, 7:30 P. M. No extra fare.

SATURDAY SARATOGA LIMITED.

1:45 P. M.—Saturday only. Connects at Catskill for principal points in the mountains.

EXPOSITION FLYER, (LIMITED.) GREAT 20-HOUR TRAIN TO CHICAGO. FOR THROUGH PASSENGERS ONLY.

3:00 P. M.—Daily. Due Chicago 10 A. M. next day. Complete Wagner service.

ALBANY, TROY, & SARATOGA SPECIAL.

3:30 P. M.—Except Sunday. Connects for Catskill Mountains. Drawing-room Cars.

NORTH SHORE LIMITED.

4:30 P. M.—Daily. Due Detroit 8:55 A. M., Chicago 4:30 P. M. Wagner Service.

FAST WESTERN EXPRESS.

6:00 P. M.—Daily. Due Chicago 9:00 P. M., St. Louis 7:45 A. M. Wagner Service.

NORTHERN EXPRESS.

6:25 P. M.—Daily. Due Burlington 4:45 A. M., Plattsburg 4:25, Montreal 6:45 A. M.

ADIRONDACK & MONTREAL EXPRESS.

7:00 P. M.—Daily. For Saranac Lake, Lake Placid, Malone, and Montreal.

BUFFALO, NIAGARA FALLS, AND 1,000 ISLANDS SPECIAL.

7:30 P. M.—Daily. Due Clayton 5:45, Buffalo 7:30, Niagara Falls 8:50 A. M.

LIMITED FAST MAIL.

9:00 P. M.—Daily. Sleeping Car Passengers for Rochester only carried on this train.

CHICAGO NIGHT EXPRESS.

9:15 P. M.—Daily for Chicago and Cape Vincent, (Thousand Islands.) Wagner Service.

PITTSFIELD, LENOX, NORTH ADAMS, AND THE BERKSHIRE HILLS, VIA HARLEM DIVISION.

Two through trains, with Drawing-room Cars, to Pittsfield daily, except Sunday: 9:01 A. M., due Pittsfield 1:35, North Adams 2:30 P. M.; 3:50 P. M., due Pittsfield 8:10, North Adams 9:10 P. M. Fast Berkshire Express, Fridays and Saturdays only, at 2:28 P. M.; arrives Pittsfield 6:15 P. M.

For time of local trains, tickets, and space in Sleeping Cars apply at Grand Central Station or at 113, 261, 413, 785, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, E. D., Brooklyn.

Above trains, except those leaving at 8:30, 9:10, 9:20 A. M., 1:45, 3:00, 3:30, 4:30, and 9:00 P. M., stop at 138th St.

Westcott's Express calls for and checks baggage from hotels and residences through to destination.

JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Pass. Agent.

N. Y., ONTARIO & WESTERN R. R.

Excursion Tickets, New-York to Chicago and Return, $28.00.

SPECIAL COACH EXCURSION ON SATURDAY, SEPT. 9, AND WEDNESDAY, SEPT. 13, AT $17.00.

Through trains for Chicago and the World's Fair leave foot of West 42d St. as follows, 15 minutes earlier from Franklin St.:

9:45 A. M. daily, via Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 1:45 P. M., Chicago 8:30 P. M., St. Louis 7:45 A. M.

7:45 P. M. daily, via Niagara Falls. Reclining-chair car (seats free) New-York to Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 9:40 P. M., Chicago 7:32 A. M., St. Louis 8:00 P. M.

8:45 A. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Stony Ford, Middletown, Bloomingburgh, Wurtsboro, Summitville, Ellenville, Fallsburgh, Monticello, and Liberty.

9:45 A. M. (daily) for Middletown, Fallsburgh, Monticello, Liberty, White Lake, Carbondale, Scranton, Walton, Delhi, Sidney, Norwich, Utica, Rome, Oneida, Fulton, Oswego, and Niagara Falls.

1:45 P. M. (Saturdays only) for Campbell Hall, Middletown, Bloomingburgh, Summitville, Ellenville, Fallsburgh, Monticello, Liberty, White Lake, and Livingston Manor.

3:15 P. M. (except Sunday) Vestibule Limited for Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Campbell Hall, Middletown, Mountain Dale, Centreville, Fallsburgh, Monticello, Hurleyville, Liberty Falls, Liberty, Parksville, and Livingston Manor.

4:30 P. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Middletown, Summitville, Ellenville, and all intermediate points.

7:45 P. M. (daily) for Middletown, Summitville, Fallsburgh, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Oswego, and Niagara Falls.

Tickets and Pullman accommodations at 371 Broadway. New-York Transfer Company calls for and checks baggage to destination.

J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

DELAWARE, LACKAWANNA AND WESTERN R. R.

Stations in New-York foot of Barclay and Christopher Sts.

SHORTEST LINE, VESTIBULED TRAINS, PULLMAN COACHES.

Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST, and SOUTHWEST.

9:00 A. M.—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman parlor cars. Connects at Buffalo with train for CHICAGO, arriving at 9:45 next morning.

7:20 A. M.—BINGHAMTON MAIL. Stops at principal stations.

1:00 P. M.—SCRANTON, BINGHAMTON, and ELMIRA EXPRESS. Pullman parlor cars.

4:10 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman parlor cars.

7:30 P. M. (daily)—BUFFALO LIMITED EXPRESS. Pullman sleepers. Arrives at 7:15 A. M.

9:00 P. M. (daily)—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at 73 Murray St. and 429 Broadway. Tickets at Ferry Stations, 785 and 942 Broadway, 53 West 125th St., 285 Columbus Av., New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, Brooklyn. Time tables, giving full information, at all stations.

WESTCOTT EXPRESS COMPANY will call for and check baggage from hotel or residence to destination.

New-York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections. From Grand Central Station.

Leave.	By way of	Due.
9:02 A. M.,	Springfield and Worcester,	3:30 P. M.
10:00 A. M.,	**New-London & Providence,	3:00 P. M.
10:03 A. M.,	New-London and Providence,	4:30 P. M.
11:00 A. M.,	Springfield and Worcester,	5:30 P. M.
12:00 M.,	‡Springfield and Worcester,	5:40 P. M.
12:03 P. M.,	Hartford and N.Y. and N. E.,	6:30 P. M.
1:00 P. M.,	New-London and Providence,	7:30 P. M.
2:00 P. M.,	‡New-London and Providence,	7:40 P. M.
3:00 P. M.,	*Willimantic and N.Y.&N.E.,	†8:40 P. M.
4:00 P. M.,	*Springfield and Worcester,	10:00 P. M.
5:00 P. M.,	*New-London & Providence,	11:00 P. M.
11:00 P. M.,	*Springfield and Worcester,	6:15 A. M.
12:00 P. M.,	*New-London & Providence,	7:00 A. M.

*Runs daily, including Sundays.

**Five-hour limited, all parlor cars. Fare, $7, including parlor-car seat.

†Arrival on Sunday twenty minutes later.

‡All parlor cars.

Return service same hours and by same route.

Through parlor or sleeping cars by each train.

C. T. HEMPSTEAD, Gen'l Pass. Agent.

ERIE LINES.

Through trains for Chicago and the West leave New-York, foot of Chambers St., daily as follows, and five minutes earlier from West 23d St.:

10:00 A. M.—Solid train to Chicago. Pullman sleeper via Chautauqua Lake. Parlor car New-York to Buffalo and Niagara Falls. Dining car.

3:00 P. M.—Vestibule Limited. Solid train for Chicago, via Chautauqua Lake. Sleepers to Chicago, Cleveland, and Cincinnati. Dining car.

6:30 P. M.—Solid train to Chicago via Niagara Falls. Sleepers to Buffalo and Chicago.

8:30 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati.

Tickets and Pullman accommodations at 261, 291, 401, 849, and 957 Broadway, 106 West St., 156 East 125th St., Chambers and West 23d St. Ferries, New-York; 333 Fulton St., Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences to destination.

Baltimore & Ohio R. R.

Fast Express Trains to BALTIMORE, WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS, and all points West. PULLMAN CAR SERVICE ON ALL TRAINS.

Leave New-York foot of Liberty St.

For CHICAGO, 11:30 A. M., 1:30, 6:00 P. M., 12:15 night.

For PITTSBURG, 1:30 P. M., 12:15 night.

For CINCINNATI, ST. LOUIS, 9 A. M., 6 P. M.

For WASHINGTON, BALTIMORE, 9:00 A. M., (11:30 A. M. Dining Car,) 1:30, 3:30 P. M., (Dining Car,) 5:00, 6:00 P. M., 12:15 night. All trains run daily.

For Norfolk, Bay Line, 1:30 P. M., except Sunday.

Ticket offices: 172, 261, 415, 849, and 1,140 Broadway, 31 East 14th St., 400 Grand St., New-York; 344 Fulton St., Brooklyn. STATION FOOT OF LIBERTY ST., C. R. R. of N. J.

New-York Transfer Co. will call for and check baggage from hotel or residence to destination.